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ONE SHILLING.

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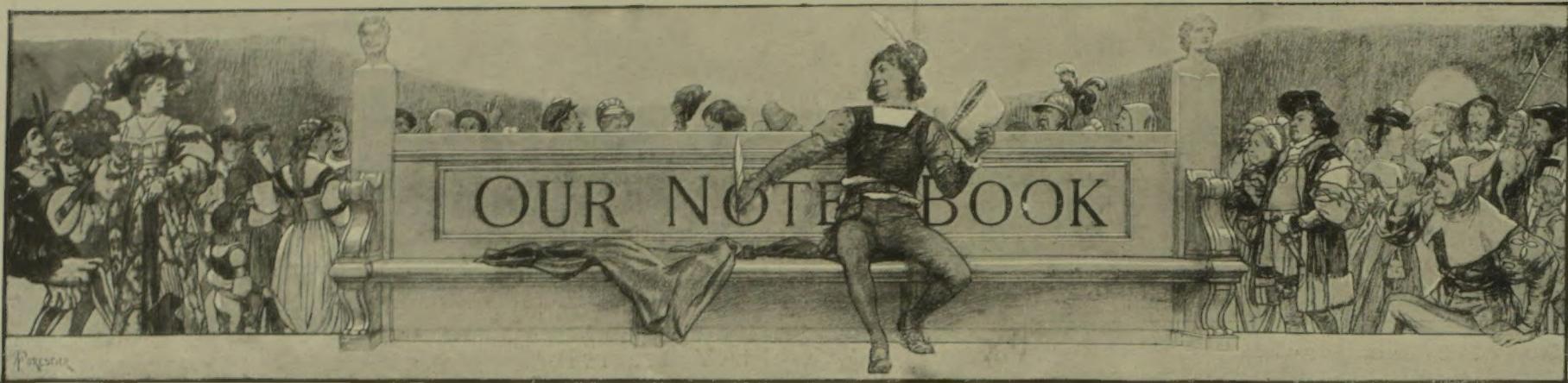


THE PRESENTATION OF THE PEACE TERMS TO GERMANY: THE CHIEF GERMAN DELEGATES BEING PHOTOGRAPHED BEFORE THE MEETING AT VERSAILLES.

Before leaving the Hôtel des Reservoirs, their quarters at Versailles, for the meeting, on May 7, at the Trianon Palace Hotel, where they received the treaty containing the terms of peace, the six chief German Delegates were photographed, as shown in our illustration, by one of their own photographers. The figures in the group are, from left to right, Herr

Leinert, President of the Prussian Assembly; Dr. Carl Melchior, a financial expert; Herr Giesberts, German Minister of Posts; Count Brockdorff-Rantzau, Foreign Minister and head of the delegation; Dr. Landsberg, Minister of Justice; and Professor Schücking, an authority on international law.

PHOTOGRAPH BY HENRI MANUEL.



BY G. K. CHESTERTON.

IT is odd how often one may hear, in the middle of a very old and genuine English town, the remark that it looks like a foreign town. I heard it only yesterday, standing on the ramparts of the noble hill of Rye, which overlooks the flats like a Mount of St. Michael left inland. Most people know that Rye contains a mediæval monument which might almost be called a mediæval prophecy—a prophecy of modern things more awful than anything mediæval. It is an ancient tower, which has not only always been marked on maps with the name of Ypres, but has always been actually pronounced by the name of Wipers. Nothing could mark a thing as more continuously national than that Englishmen sundered by vast centuries should actually make the same mistake and should mispronounce the same word in the same way.

There is in this small point a paradox we must understand, especially just now, if we are to have a really patriotic foreign policy. It is very unlucky that for some time our teaching of history has been rather the unteaching of history, because it has been the unteaching of tradition. Our histories told us we were Teuton; our legends told us we were Roman—and, as usual, the legends were right. It is not only true that England is nowhere more really English than where she is Roman—it is even true that she is nowhere more really English than where she is French. To take only the chance example, with which I

began above, you could find nothing more national, more typical, more traditional, as a real piece of English history, than the very phrase "The Cinq Ports." And it is all the more English because the word "cinq" is French and the word "port" is Latin. A Teutonist professor, full of some folly about "folk-speech," might insist on our calling them "The Five Harbours," or (for all I know) "The Five Holes." But his version would be less popular, and only more pedantic. The Latin was always the popular element, which may not sound so odd if we happen to remember that the very word "popular" is Latin.

Thus our alliance with the French and the Italians is not something to be supported for the sake of the last five years. It is something to be solidified for the sake of more than a thousand. The fact has been hidden by the historical accident that we have often been the antagonists of the French in particular rivalries for particular things. But we were always much nearer to the French when we were their antagonists than to the Germans when we were their Allies. There was much more resemblance between a knight like the Black Prince and a knight like Bertrand du Guesclin than there ever was between a sailor like Nelson and a soldier like Blücher. A town like

Rye is full of memories of fighting with the French, especially in the Middle Ages; of raids to and fro across the narrow seas, in which the bells of the coast-town churches were captured and recaptured; and there are spirited stories about the Abbot of Battle, worthy to be turned into ballads. But the very fact of these coast-town raids suggests that it was coast against coast, and even seaman against seaman. But the whole point of Prussian war was that it was an inland thing; the whole point of English war that it was an island thing. The alliance with Prussia was never either popular or natural; it was wholly aristocratic and artificial. Compared with that, the mediæval war was as friendly as a mediæval tournament. Nor was it peculiar to the case of France; it was true of all we call Latin—all that remains of the Roman Empire. The Latins, even when treated as foes in politics, were treated almost as friends in popular tradition. The English sailors sang in their idle moments "Farewell and adieu to you, fine Spanish ladies," even when they had devoted their working hours to singeing the beards of the fine Spanish gentlemen. The children in the nurseries sang in imaginative triumph "The King of Spain's daughter came to visit me," though their Elizabethan parents might have been lighting the beacons and calling out the train-bands to prevent the King of Spain's son, the noble Don John of Austria, from paying them such a visit. A thousand nursery rhymes and nonsense tags testify to a vast popular tradition that Southern Europe was the world to which we belonged. We belonged to a system of which Rome was the sun, and of which the old Roman provinces were planets. We were never meant to pursue a meteor out of empty space, the comet of Teutonism. Our place was in an order and a watch of stars, though one star might differ from another in glory. Our place was with that red star of Gaul which might well bear the name of Mars; or that morning and evening star which the Latins themselves named Lucifer, last to fade and first to return in every twilight of history; Italy, the light of the world.

A Latin alliance is founded on our history, though not on our historians. The French and English who fought each other round these southern harbours were also ready to help each other, and often did help each other. Not only did they frequently go crusading together against the Turks, but they would have been ready at any moment to go crusading against the Prussians. Chaucer was exceedingly English, and therefore partly

French; and he sends his ideal knight to fight the heathen in Prussia. Froissart was highly French, and therefore respectful to the English; and he says that the French and English always do courtesy, but the Germans never. The truth is that all the old English traditions, scholarly and legendary, chivalric and vulgar, were at one in referring back to Roman culture, until we come to a new crop of very crude pedants in the nineteenth century.

Most of them were prigs, and many of them were snobs—for it was largely a Court fashion, spread by Court poets and Court chaplains. It was like a huge, hideous, gilded German monument; and, fortunately, it has already fallen down. But I think it undesirable that the mere discredited litter and lumber of it, left lying about, should for ever prevent us from building anything else.

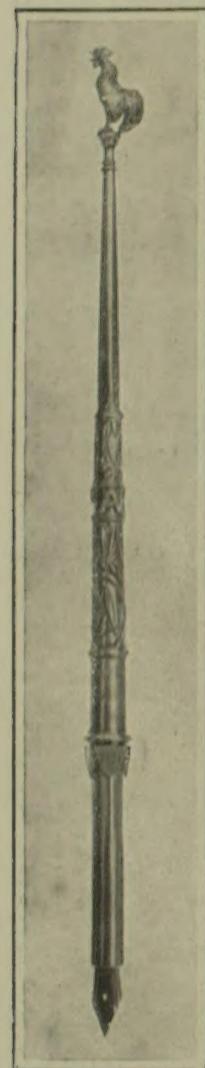
Even after the ghastly enlightenment of the war there are people who cannot clear their minds of the notion that the Prussian is the Progressive. They think he is progressing now, because he is picking up new things. Picking up new things is not the way to progress, any more than picking up grass by the roots is the way to make it grow. The northern barbarian always has picked up new things, especially when they were other people's things. It was still only picking up new things, whether it was picking pockets or picking brains. And there was always one other note about the new things—that they never lived to be old. The barbarians followed the creed of Arius as they followed the ensign of Attila. But nobody remembers Attila as everybody remembered Alfred; and, though some modern people object to hearing



ALLIED REPRESENTATIVES WHO RECEIVED THE GERMAN DELEGATES ON THEIR ARRIVAL AT VERSAILLES: (L. TO R.) COLONEL LISTER (BRITISH ARMY), COLONEL HENRY (FRENCH ARMY), AND M. OUDAILLE.

Colonel Henry is chief of the French Military Mission, and intermediary between the German Delegates and the Allied Governments. M. Oudaille is a special commissary.—[Photograph by Manuel.]

the Athanasian Creed, they have no opportunity of objecting to hearing the Arian Creed. The enthusiasms of semi-savages do not last.



TO SIGN THE TREATY:
A GOLD PEN
PRESENTED TO
M. CLEMENCEAU BY
PARIS SCHOOL
CHILDREN.

THE PRESENTATION OF THE TREATY: THE GERMAN DELEGATES.

PHOTOGRAPH BY CENTRAL NEWS.



LISTENING TO M. CLEMENCEAU'S SPEECH: THE CHIEF GERMAN DELEGATES IN THE CONFERENCE ROOM AT VERSAILLES.

All eyes were centred on the six chief German Delegates at the historic conference in the Trianon Palace Hotel at Versailles on May 7, when the Treaty containing the Allies' terms of peace was presented to them. They sat together at one end of the room facing M. Clemenceau and the chief Allied delegates at the other. In our illustration the

figures seen are (beginning with the nearest and taking them in order)—Professor Schücking (international lawyer), Herr Giesberts (German Minister of Posts), Count Brockdorff-Rantzau (Foreign Minister and head of the delegation), Dr. Landsberg (Minister of Justice), and Herr Leinert (President of the Prussian National Assembly).

WITH PAPER HORSES FOR HIS SPIRIT TO RIDE: AN EMPEROR'S FUNERAL.

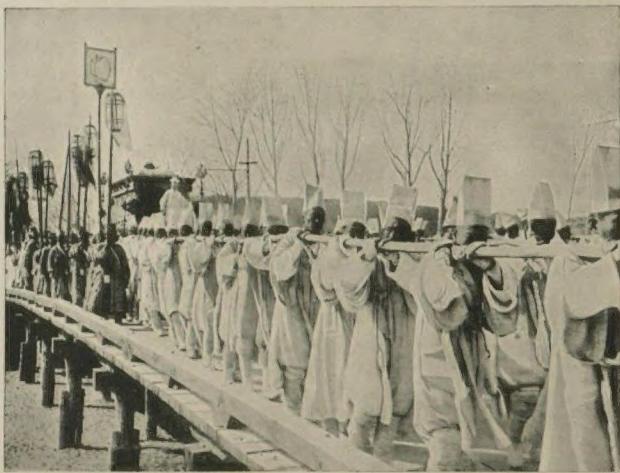
PHOTOGRAPHS BY CENTRAL NEWS.



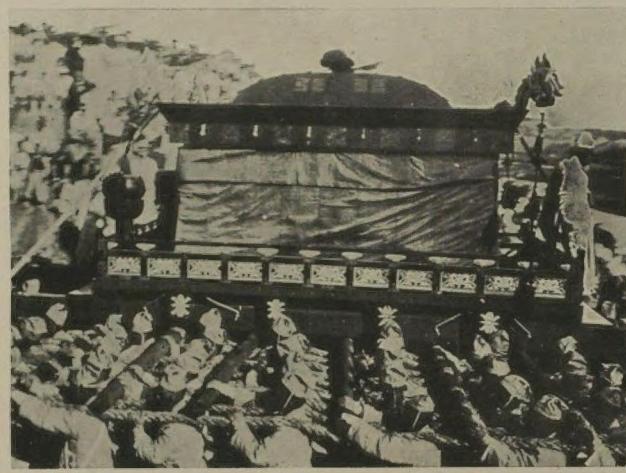
THE FUNERAL OF THE LATE EMPEROR OF KOREA: TWO OF THE PAPER HORSES IN THE PROCESSION.



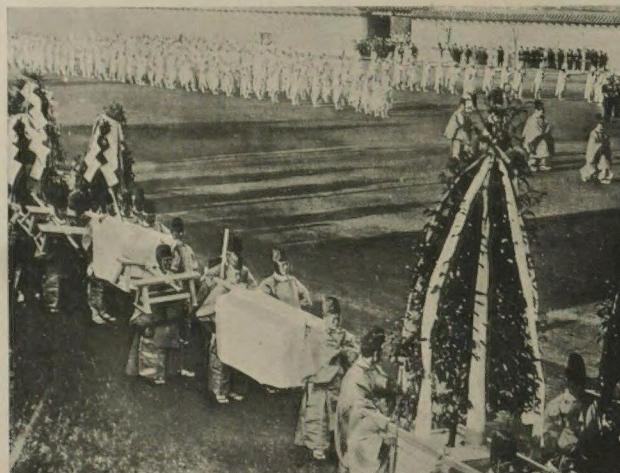
THE CHIEF MOURNER AT THE FUNERAL OF THE EMPEROR OF KOREA: PRINCE YI, IN MOURNING DRESS.



ARRIVING AT SEIRYOU, WHERE THE CEREMONY TOOK PLACE: THE CATAFALQUE AND BEARERS.



CONTAINING THE BODY OF THE LATE EMPEROR OF KOREA: A NEARER VIEW OF THE CATAFALQUE.



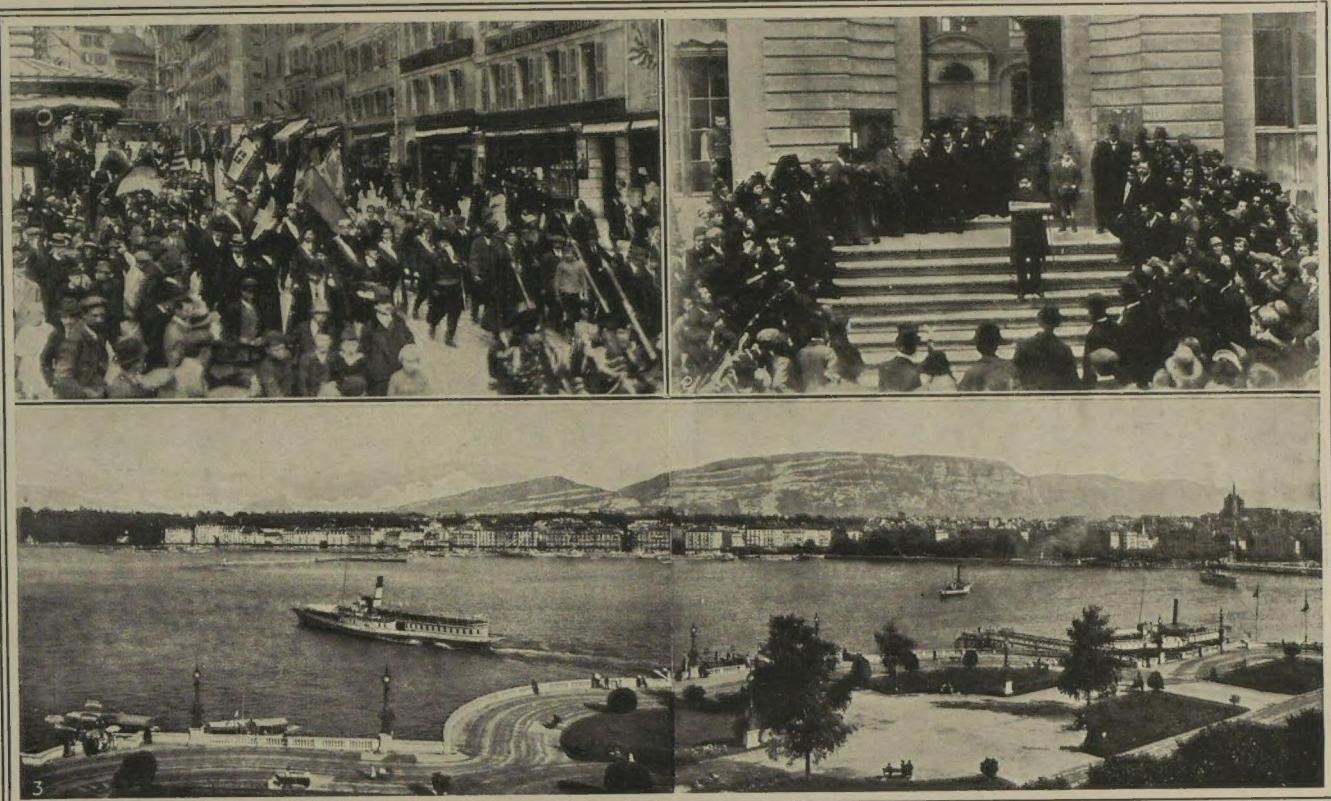
TRIBUTES FROM THE EMPEROR AND CROWN PRINCE OF JAPAN TREES (EURYA OCHNACEA) BORNE IN THE PROCESSION.



THE BURIAL-PLACE OF THE LATE EMPEROR OF KOREA: A THATCHED TOMB.

The funeral of the late Emperor of Korea took place on March 3, with all the picturesque ceremony used on such occasions. Included in the procession were some colossal paper effigies of horses, which, according to Korean custom, are intended for the spirit of the dead to ride on. Similar horses may be seen in a photograph of the funeral of Lady Om, published in our issue of December 16, 1911. Regarding the event illustrated above, a Reuter message of March 7 from Shanghai said: "During the funeral ceremonies of the late Emperor of Korea serious disturbances occurred throughout the country. They were

partly due to the national mourning, and partly to the belief that the Paris Conference had sanctioned the independence of Korea. Thousands of Koreans paraded the streets of Seoul on March 1, and hundreds forced their way into the Palace where the late Emperor was lying in state. The intruders clamoured for the independence of Korea. . . Over 100 arrests were made at Seoul, and the police station was attacked. The military was called out at Seoul, as well as at Wiju and Chinnampo. . . The Governor-General has issued a proclamation announcing that Japan is not abandoning her suzerainty over Korea."

Why not Brussels? The First Capital of the League of Nations—Geneva.

1. WITH FLAGS OF THE ALLIES AND THE RED CROSS : A PROCESSION IN GENEVA.
3. "ELEVATED TO THE RANK OF MORAL CAPITAL OF THE WORLD": GENEVA—CHOSEN AS THE SEAT OF GOVERNMENT OF THE LEAGUE OF NATIONS.

It is no disparagement of Geneva to say that its choice as the capital of the League of Nations has been a disappointment to many, who thought that Brussels had a better claim; indeed, some very strong criticisms have been published on the subject. The State Council on April 29 issued a proclamation to the people of Geneva announcing the decision, and declaring that the city had thus been, in a sense, "elevated to the rank of

2. ANNOUNCING THE CHOICE OF GENEVA : READING THE PROCLAMATION.

moral capital of the world." The proclamation went on to recall the great part which Geneva has played in history, as the home of Rousseau, the cradle of the Red Cross Society, and the first seat of International Arbitration. The Swiss people were called upon to "greet with acclamation the dawn of this newly born era of far-reaching reconstruction." —PHOTOGRAPHS BY JULIEN]

A Bone of Contention between Italy and Yugo-Slavia: Fiume—a Pro-Italian Demonstration.

THE NATIONAL COUNCIL OF FIUME HANDS OVER ITS POWERS TO ITALY : A PROCESSION PASSING THROUGH THE CROWD IN THE PIAZZA DANTE.

As mentioned under the illustrations of Fiume in our issue of May 3, the National Council of that city recently handed over its powers to the Italian Government. The photograph shows a procession of the Council passing through the Piazza Dant: on April 27, on its way to General Graziani, to whom it surrendered its authority. It will be

recalled that, owing to the controversy over the possession of Fiume, Signor Orlando and Baron Sonnino temporarily left the Paris Conference. The question of Fiume appears to be still in abeyance. While Italy claims it for herself, the other Allies, as explained by President Wilson, consider that it should belong to the Yugo-Slavs.—[PHOTO. MORANO PISCULLI.]

THE EVOLUTION OF A NEW WEAPON OF WAR: STAGES IN THE DEVELOPMENT OF FRENCH TANKS.



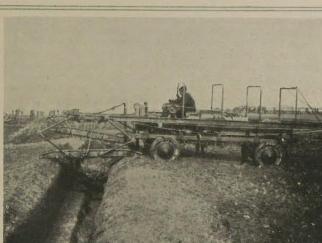
THE EMBRYO OF A TANK: A WIRE-CUTTING MACHINE, DESIGNED BY M. J. L. BRETON IN DECEMBER 1914, AND CONSTRUCTED BY M. PRETOT.



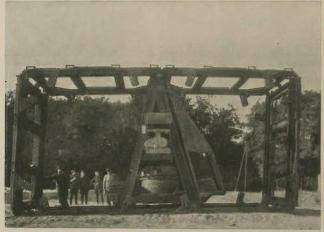
SHOWING THE WIRE-CUTTING SHEARS AT THE BACK: A BRETON-PRETOT MACHINE, ON A BAJAC TRACTOR (FEBRUARY 1915).



A BRETON-PRETOT MACHINE TRaversing A FIELD OF BARBED WIRE: A FORERUNNER OF THE TANK IN 1915.



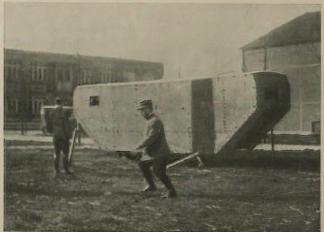
AN EARLY DEVICE FOR CROSSING TRENCHES AND SHELL-HOLES: A CAR FITTED WITH A DELAUNAY-BELLEVILLE ATTACHMENT.



CONSTRUCTED IN DECEMBER 1914, BY M. BOIRAUT, A FRENCH ENGINEER: A 30-TON HEXAGONAL MACHINE FOR CROSSING TRENCHES AND CRUSHING WIRE.



BARBED WIRE, WORKED BY AN 80-HP. MOTOR OPERATING A DOUBLE ROW OF COG-WHEELS AT THE TOP AND BOTTOM OF THE FRAME.



CONSTRUCTED AT THE END OF 1915: M. FROT'S 10-TON ARMoured CAR, WITH THREE MACHINE-GUNS AND A CREW OF EIGHT, FOR CRUSHING WIRE.



ELECTRICALLY DRIVEN: M. GABET'S ARMoured BLOCKHOUSE ON WHEELS, CONTAINING TWO MEN AND A MACHINE-GUN (NOVEMBER 1915).



FITTED WITH A WIRE-CUTTING SAW: A FILTZ ARMoured TRACTOR CONSTRUCTED BY THE TECHNICAL SECTION, FRENCH ENGINEERS, IN JULY 1915.



THE IMMEDIATE PREDECESSOR OF THE SCHNEIDER TANKS: AN ARMoured HOLT TRACTOR CROSSING A TRENCH IN MARCH 1916.

Our illustrations show some interesting stages in the evolution of French Tanks. It was in November 1914 that M. J. L. Breton, formerly of the Châtelleraud, then French Minister of War, a project for constructing a new type of armoured car. The original idea simply consisted of an armoured car carrying a machine gun. This machine was built by M. Millerand, then and in February 1915, the apparatus was mounted in a Bajac tractor, with the wire-cutting shears at the back. Six of these machines (as shown in the second and third photographs) were ordered on August 5, 1915. The fourth photograph shows one of the early experiments for crossing trenches on Delaunay-Belleville rails which projected in front of the wheels to form a bridge. The middle four photographs (fifth to eighth) illustrate M. Boirault's machine for destroying barbed wire, built in December 1914. It had a hexagonal central frame carrying an 80-h.p. engine,

which, by circular chains, worked a double row of cog-wheels at the top and bottom of a hexagonal hinged frame. The six facets of the frame came in succession beneath the wheels, which rested on the rails of the fence then on the ground, and moved along it. It could not be steered, except by lifting up the whole machine with a jack to alter its direction. In November 1915 a restyled driven armoured blockhouse, as shown in the tenth photograph, was built by M. Gabet. The Filtz armoured tractor (eleventh photograph) never went into action, as they could not move over rough ground. First Tanks were put into evidence in the eleventh photograph, which was taken in March 1916. After the armistice in November 1918, M. Breton and Commandant Rousin, after studying Holt and Chalmers tractors, asked Monsieur Schneider to undertake experiments, which took place in December 1918 and February 1919. A "caterpillar" long enough to cross a 6-ft. trench was designed by Lieutenant Fouche. The Schneider Tanks, first completed in September 1918, were a development of the Holt Tractor.

SIR JOSHUA'S NEW RECORD.

So far the sensations of the present season of picture sales are divided between Reynolds and Franz Hals, with a balance in favour of Sir Joshua, whose auction "record" occurred, not at Christie's, but at the sale held by Mr. H. W. Bruton, of Gloucester, at Batsford Park, the late residence of Lord Redesdale. A few of Lord Redesdale's family portraits were sold anonymously at Christie's on April 11 last, when Lord Lee of Fareham caused some little sensation by paying 2350 guineas for Romney's portrait of "Mrs. Freeman," a Kitcat for which the artist received 27 guineas in 1780. This lady was the mother-in-law of the Mrs. Freeman, who sat to Sir Joshua some few years previously, and whose portrait has now established a new Reynolds "record" in the auction-room.

Curiously enough, there is no record of Mrs. Freeman having sat to Reynolds, who, like his great rival Romney, kept a very full list of his numerous sitters. This splendid portrait was evidently painted about 1775, and Reynolds' diary of this year is missing. Those of a few other years are also missing, and could not be traced by Messrs. Graves and Cronin when compiling their monumental work on the "History" of Sir Joshua's paintings. They may yet be discovered to justify

the existence of many other unrecorded Reynoldses. The portrait has only once been seen in London, and that was when it was exhibited at the Old Masters at Burlington House in 1889, and until then there was no record of it in any of the books on the artist. Mrs. Freeman is shown seated on a sofa, in a white dress with pink cloak, a pearl necklace and powdered hair. Sir Joshua's price for a half-length portrait such as that of Mrs. Freeman at this period would have been 70 guineas, and even at compound interest the price of 14,800 guineas paid for it nearly a century and a-half afterwards would leave a fair margin of profit on it as an investment. The previous auction record for a Reynolds was that of 11,000 guineas, paid by the late Mr. C. Wertheimer in July 1894 for "Lacy Betty Delmé and Children," which now belongs to Mr. J. P. Morgan in New York. The auction "record" for a portrait by an English artist is still held by Romney, whose whole-length of Anne, Lady de la Pole, fetched 39,400 guineas at Christie's in June 1913.

The Mrs. Freeman who sat to Reynolds for the portrait here reproduced was Mary, daughter of John Curtis of Butcombe, Somerset. She married Thomas Edwards Freeman, junr., of Clifford Street, St. Paul's, Westminster (son of Thomas Edwards

By W. ROBERTS.

Freeman, of Patsford), and M.P. for Steyning, 1785, for which his father sat 1768-80. Both father (whose patronymic was Edwards and who assumed the additional surname of Freeman) and son graduated at Queen's College, Oxford; and both Thomas Edwards Freeman, junr., and his wife died at an early age. Mrs. Mary Freeman died early in 1783, and her husband in March 1788. They left an only daughter, a child, whose guardians were her grandfather and her uncle, John Curtis of Bulstrode. She married Thomas Heathcote, and, like her grandfather, died (s.p.) in 1808. The Freeman estates then reverted to one of the descendants of the sister of the Mrs. Elizabeth Edwards Freeman who sat to Romney for the portrait already mentioned; this was John Mitford, the eminent politician, Speaker of the House of Commons, who was created Baron Redesdale in February 1802, and who took the additional surname of Freeman in January 1809. Lord Redesdale's elder brother was William Mitford, the well-known scholar and historian. Mary Russell Mitford, the authoress, and the Rev. John Mitford, for nearly twenty years editor of the *Gentleman's Magazine*, were scions of this distinguished family, which traces its ancestry back to the time of Edward the Confessor, when it was in possession of Mitford Castle.

THE UGLY DUCKLING OF THE BRITISH ARMY.

THE reference made by Lord French to his urgent request for heavy artillery, and his representation how terribly deficient we were at the beginning of the war in guns of large calibre compared with the Germans, have attracted belated attention to that wonderful branch of the Royal Regiment—the Royal Garrison Artillery.

It is a noticeable fact that, in the many official "Marches" through London—and, indeed, the various reviews of troops in France and Belgium—our Heavy Artillery has not been represented. From personal experience of military displays since the Armistice, both at the Front and in London, the only artillery that I have seen (with one exception, that of the march-past of the 3rd Corps before the King of the Belgians and the Prince of Wales at the end of January in Brussels, when, as an after-thought, a heavy battery was included) or the man in the street has been regaled with the sight of, has been the field artillery. The heavier guns are to him merely things he has read about, and must therefore take for granted.

The result is that the grateful acclamations of the crowd have only been for those bright, lean, and spiteful-looking 18-pounders and the stumpy, almost insignificant field-howitzers, drawn by their magnificent and well-picked teams. No opportunity of public praise, of cheers for the 60-pounders, 6-inch, 8-inch, and 9½ pieces and their servers that played such a brilliant and gallant part in the world-war, has been granted by the powers that be.

The man in the street has much to remember and much to be grateful for; hence it is reasonable that he should reserve his memory and his gratitude for what he has seen and experienced. Therefore, the infantry, the cavalry, the field artillery, and other branches which he has been able to see with his own eyes and to acclaim in person, will remain fixed in his mind as the saviours of his nation. Why, then, should the Heavy Artillery, which has done so much to bring this war to its victorious conclusion, be kept from public view and recognition?

The official arguments are many. The heavy guns and howitzers are ungainly, and are drawn by tractors—an argument, by the way, that does not apply to our heavy batteries armed with 60-pounder guns, drawn by the powerful draught horses familiarly called "Haries," which won the admiration not only of our Allies, but even of our enemies. The official mind is not a broad one, and it fails to realise that the public, who are thoroughly acquainted with our splendid Horse and Field Artillery, would be immensely struck by the novelty of the guns of a heavier nature. What matters it if they are not horse-drawn? There is no disgrace in a motor-tractor; and the tractor can keep pace with the march of the infantry as easily as the horse-drawn batteries. But the lumbering caterpillar and the noisy four-wheel drive which have done such wonderful work in retreat and advance at the Front must not be seen in the trim processions of our fighting troops, and so the R.G.A. must do without the public recognition they have so richly deserved.

And yet what a wonderful record this much-misunderstood branch of the artillery possesses! At the beginning of the war, as appears in Lord French's detail of the forces engaged, to oppose the sudden appearance of German and Austrian heavy howitzers—a surprise that was able to overthrow every pre-war theory of impregnable fortifications—the British Expeditionary Force had but four heavy batteries, sixteen 60-pounder guns in all, the lightest of our present-day heavy artillery

From this small beginning, in four short years, has sprung what I myself overheard the Highest Personage in the land describe as "a Heavy Artillery unequalled by any of the fighting forces, Allied or enemy." With a nucleus of coast-defence officers and men, reinforced by schoolmasters, artists, editors, actors, architects, lawyers—in fact, all trades—all of whom had to learn in the shortest possible time (sometimes, as in the case of the writer, a matter of four months) the most technical side of the British Army—in a few years this matter of four heavy batteries had increased to a number that almost passes belief.

By B. I.

In my own experience I have known the "number" of a siege battery to exceed the 500; while the heavy batteries were multiplied in proportion. What work these batteries had to perform is known only to those who had experience of their efficiency and ubiquity

At first, their very name, Royal Garrison Artillery, gave the impression of immobility; and yet, unlike the Field Artillery, which was attached to divisions of armies, and remained always under the same command, the siege and heavy batteries were continually moved from one corps to another, wherever the need was more pressing; and in both retreat and advance were placed in position in as short a time as were the field artillery. At the urgent cry for help from the infantry, the Heavy Artillery was always there; and to no branch can the motto "Ubique" be more applicable. Never taken out to rest, until the latter phase of the war; firing night and day, and, when not serving the guns, "humping" the heavy shells, unresting, devoted—the nation has indeed a debt of gratitude to pay to the personnel of the R.G.A.!

And yet many of those schoolmasters, lawyers, architects, and others have now put behind them their gunnery experience, and their responsible tasks, which they performed at daily risks—as the long casualty lists of the heavy gunners give ample proof—without the public recognition and acclamation that gives a sense of duty not done in vain, and is the fitting ending to services carried out with devotion and courage.

Surely, it is time that those who have had, perforce, to stay at home should be given an opportunity to see the splendid men and weapons that have helped so much to rid Great Britain from her greatest menace—men and weapons that Lord French himself stated would have brought the war to a conclusion long before, had they been supplied earlier—and to give cheers of gratitude to that Swan on occasions, but Ugly Duckling when the need of them has come to end—the R.G.A.

"Vindictive" Day at Ostend: The Anniversary of the British Naval Raid.

CELEBRATING THE ANNIVERSARY OF THE NAVAL RAID ON MAY 9-10, 1918:
A GREAT CROWD AT OSTEND.

Ostend recently celebrated the first anniversary of the British naval raid on the German submarine base there, on the night of May 9-10 last year, when the "Vindictive" was sunk to block the port. A procession marched to the cemetery, where Alderman Moreau gave an address before the flower-decked graves of the British officers and men who fell



HONOURING THE DEAD: BRITISH AND BELGIANS AT THE GRAVES OF
BRITISH SAILORS KILLED IN THE RAID.

in the "Vindictive." Rear-Admiral Dampier, commanding the Dover Patrol, replied. Cheers were given for the British Navy, and the band played the British and Belgian national anthems. Later at the Town Hall the names of the British dead were inscribed in a roll of honour. In the evening British war-ships in the harbour were illuminated.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND FARRINGDON PHOTO. CO.

The Afghan Frontier Raid: A Recent Photograph of the New Ameer of Afghanistan.

THE NEW AMEER OF AFGHANISTAN: AMANULLAH KHAN (SECOND FROM RIGHT), WITH THREE OF HIS SUITE, AT HAMADAN, NORTH-WESTERN PERSIA.

On May 9 the India Office announced that armed bodies of Afghans, including apparently regular troops purporting to act under the orders of the Afghan Government, had crossed the Indian frontier at several points near the Khyber Pass; that troops under General Barrett had been sent against the intruders, and that the Viceroy had addressed a strong letter of remonstrance to the Ameer. Later it was stated that fighting had taken place, and that martial law had been proclaimed at Peshawar. It will be remembered that the

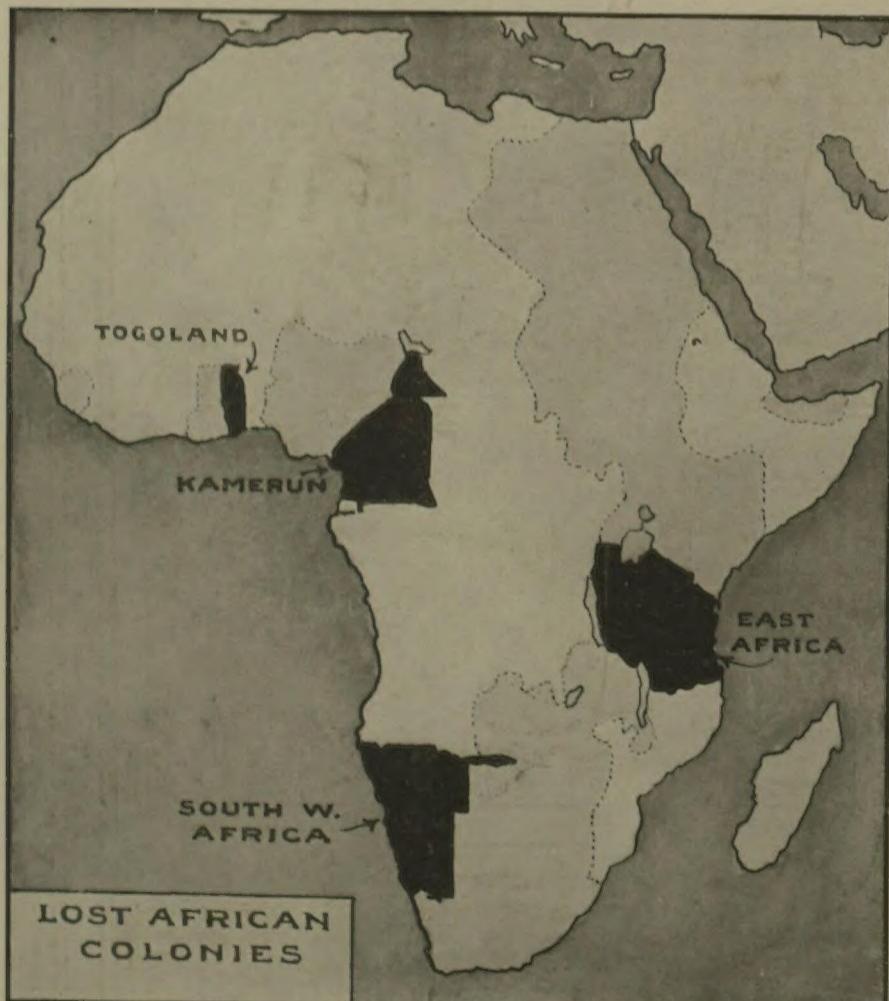
late Ameer of Afghanistan, Habibullah Khan, was murdered on February 20. His brother, Nasrullah Khan, was proclaimed at Jellalabad, but was not recognised at Kabul, where Amanullah Khan declared himself Ameer. Amanullah is the third son of the late Ameer by his principal wife, Ulya Hazrat, and was a favourite of his father. He was born in 1892. The late Ameer's eldest son, Inayatullah Khan, waived his rights in favour of his uncle, Nasrullah, who has since submitted to Amanullah.

THE MAP OF GERMANY RE-DRAWN: TERRITORY AND POPULATION LOST.

DRAWN BY W. B. ROBINSON.



GERMANY'S LOSSES IN EUROPE UNDER THE PEACE TREATY: A MAP SHOWING HER OLD FRONTIERS AND THE CESSIONS OF TERRITORY NOW DEMANDED BY THE ALLIES.



GERMANY'S LOSSES IN AFRICA: A MAP SHOWING THE CONQUERED COLONIES IN BLACK.

We show here, by maps and diagrams, the territory and population which Germany stands to lose under the provisions of the Peace Treaty presented to the German delegates at Versailles on May 7. The black portions show the territory which she is required to surrender to the Allies. On the map of Germany, her old frontiers are indicated by a continuous black line, and the ceded territory in black. In certain cases, the new boundaries

E. Prussia (Plebiscite)	600,000
Alsace-Lorraine	1,874,000
(Malmedy-?)	2,000,000
Posen	2,800,000
Schleswig (Plebiscite)	500,000
S.W. Africa	105,000
E. Africa	7,650,000
Kamerun	3,600,000
Toéoland	1,030,000
Pacific Islands	630,000
Kiau Chau	170,000

LOST POPULATIONS.

GERMANY'S LOSSES IN POPULATION: A TOTAL (INCLUDING COLONIES) OF 20,959,000 PEOPLE.

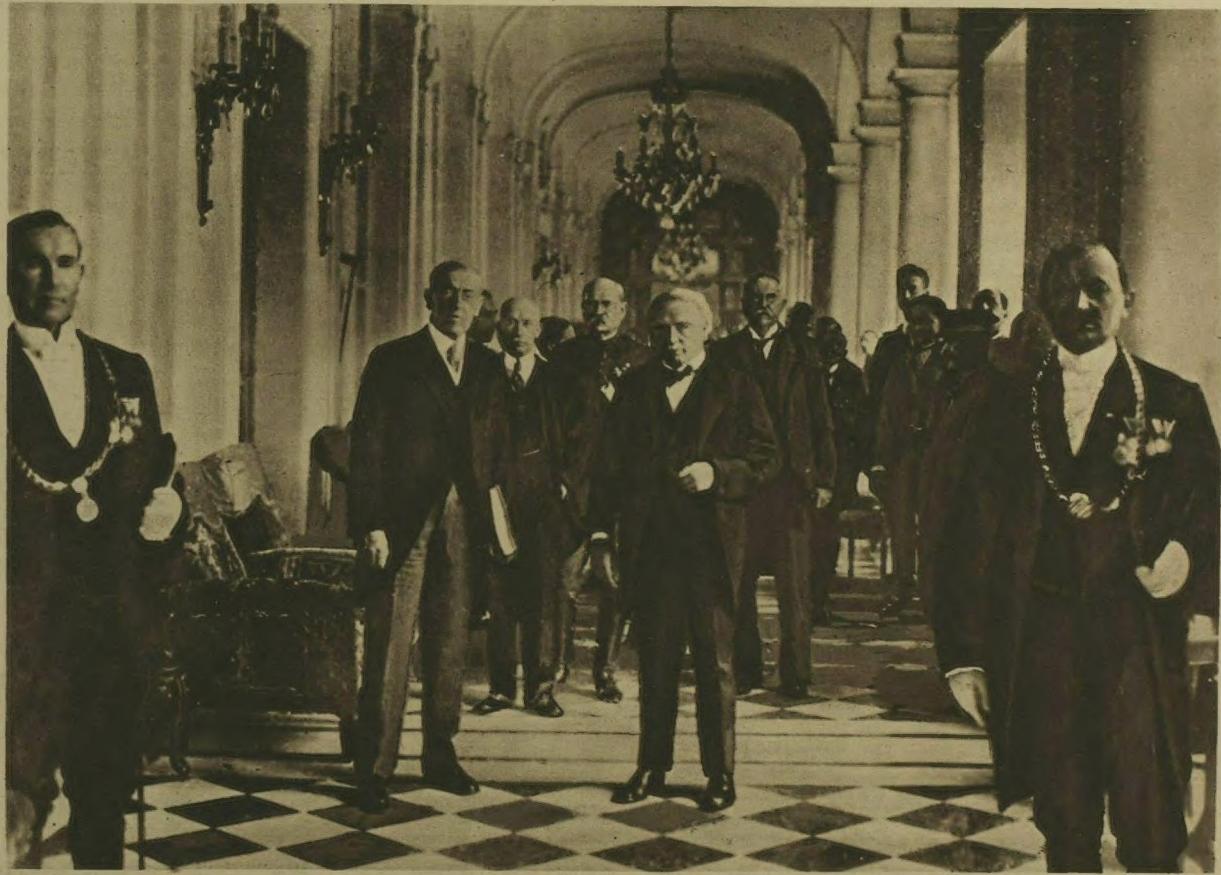
are to be settled by plebiscite, as explained in the notes on the map itself. Besides the African colonies, Germany is required to give up those she possessed in New Guinea, the Pacific Islands, and Kiau-Chau. On the map of Africa, British possessions are marked in grey. In population, Germany will lose in Europe 7,774,000 inhabitants (excluding Malmedy, and in her former colonies, 13,185,000 people)—[Drawings Copyrighted in the United States and Canada.]

PRESENTING THE TREATY TO GERMANY: ALLIED PERSONALITIES.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



THE ARRIVAL OF MARSHAL FOCH: WALKING OVER TO INSPECT THE GUARD OF THE 26TH CHASSEURS.



BRITAIN AND U.S.A.: (L. TO R.) PRESIDENT WILSON, COLONEL HOUSE, GENERAL BLISS, MR. LLOYD GEORGE, AND MR. WHITE.

The arrival of the Allied Delegates at the Trianon Palace Hotel at Versailles, where the Peace Treaty was presented to the Germans on May 7, was naturally watched with great interest by the spectators, who were kept at a distance of 200 yards from the entrance by a cordon of police. As each Delegate drove up, military honours were accorded him

by a company of the 26th Chasseurs, President Poincaré's old regiment. Marshal Foch arrived on foot, and at once walked over to inspect the company. The lower photograph shows the British Prime Minister with President Wilson and three of the chief Delegates of the United States, Colonel E. M. House, General Tasker Bliss, and Mr. Henry White.

THE PRESENTATION OF THE TREATY TO THE GERMAN

PHOTOGRAPHS BY ILLUSTREAU, C.N., AND OFFICIAL



ITALY : SIGNOR ORLANDO (LEFT) AND BARON SONNINO (RIGHT) ARRIVING.



SOUTH AFRICA : GENERAL BOTHA.



CANADA : SIR ROBERT BORDEN.



GREAT BRITAIN : MR. BALFOUR ARRIVING.



GREECE : M. VENIZELOS LEAVING.



POLAND : M. PADEREWSKI.



GREAT BRITAIN : MR. BONAR LAW.



GERMANY : COUNT RANTZAU, THE CHIEF GERMAN DELEGATE, ARRIVING.



GREAT BRITAIN : MR. LLOYD GEORGE (IN THE CENTRE ON THE STEPS) LEAVING.



FRANCE : M. CLEMENCEAU.



GREAT BRITAIN : MR. LLOYD GEORGE.



GERMANY : PROFESSOR SCHÜCKING (CENTRE BACKGROUND, IN LIGHT OVERCOAT) LEAVING.

THE WORLD OF FLIGHT

CIVIL AVIATION, THE CALENDAR, AND THE WEATHER.

THAT ancient proverb, "Blessed be he who expecteth little, for he shall not be disappointed," applies admirably to those who were not over-optimistic about the beginning of Civil Aviation. One can, at any rate, claim that the readers of this paper have not been misled into expecting to see the sky thick with aeroplanes as soon as the ban on civilian flying was removed. And consequently one hopes that few readers were disappointed when they read in their daily papers on May 2 that the World's Air Lines did not come into full operation on May 1, and that the few place-to-place flights within Great Britain which were attempted on that day were not wholly successful. The record of Emancipation Day for aeroplanes reads uncommonly like the record of that famous Emancipation Day for motor-cars, when quite a large number of cars—one forgets whether the number was a dozen or two dozen or more—started from the Hotel Metropole to run to Brighton, and two or three soaked and bemuddled survivors crawled into Brighton many hours later.

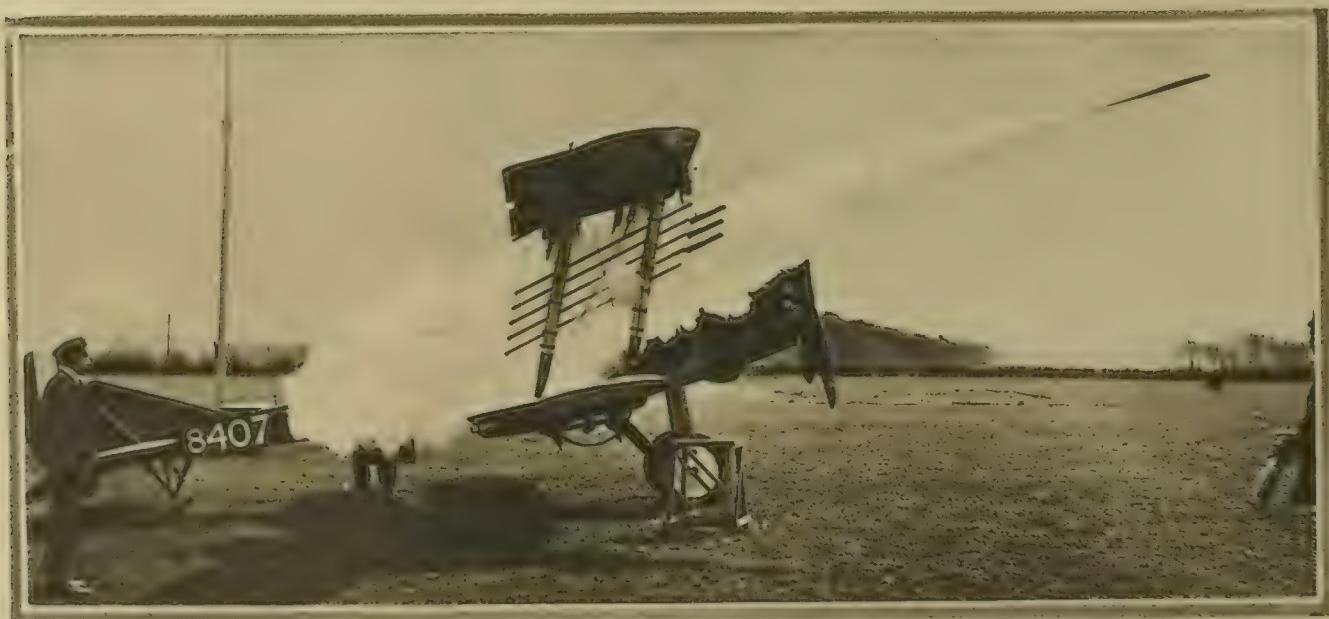
probable on or about May 11, 12, or 13, than on its proper date. Similarly, Old Christmas Day, otherwise Jan. 5, is much more likely to provide regular Christmas-card weather, complete with snow and ice, than is our legal Dec. 25. Possibly that eleven days is the "time lag" necessary to allow the world to warm up or cool down, according to the changes of the seasons. Perhaps some kindly scientific gentleman will elaborate this theme from a strictly meteorological point of view. But, whatever the cause, one has found, in the course of something like thirty years' cycling and motoring, that one can give a very fair guess at the weather if one makes due allowance for the lost eleven days.

Be that as it may, Civil Aviation cannot claim much of a success for its official beginnings. The trial trips during the Easter Holidays were much more satisfactory. Yet there is no reason to feel at all downhearted over the results. Even the machine which took four hours to reach Manchester

By C. G. GREY,
Editor of "The Aeroplane"

the youngest pilot in the world when he learned to fly in 1911. Some time before the war he was badly injured in an accident in the works, and so was rejected by the Army, despite his best efforts to join. He has proved, despite his youth, to be an excellent works manager, for the Bristol firm has never had a strike during the war, and its output has been notably high, both in quantity and quality. It seems singularly appropriate, therefore, that he should be one of the first civilian passengers under our new Air Laws, after having been one of our first pilots under the old laws.

The position of Civil Aviation was summed up humorously and sensibly by Mr. Augustine Birrell, then Member for North Bristol and Chief Secretary for Ireland, early in the year 1911. Another, and notoriously optimistic, Member of Parliament had been talking, at a little dinner at which one happened to be present, about how, in a few years, we should all be flying everywhere. When this gentleman had finished talking, Mr.



USED AGAINST ZEPPELINS IN THE AIR-RAIDS: ROCKETS FITTED TO AN AEROPLANE—EXPERIMENTAL PRACTICE-FIRING.

Experiments are here seen being made with rockets fitted to the struts of an aeroplane. This method of attack was successfully employed against kite-balloons during the war, and was also used in the defence of London and the East Coast against Zeppelins.

From the R.A.F. "War in the Air" Exhibition of Coloured Photographs at the Grafton Galleries.

If May 1 had lived up to the Elizabethan "May Day" tradition as a day on which the youth and beauty of the countryside could skip around the May Pole in balmy sunshine, all would have been well, and the various aeroplane trips arranged in honour of the occasion would have been unqualified successes. But people who arrange their doings according to the calendar always forget that somewhere in the eighteenth century some bright scientist discovered that, through having too many Leap Years, we had got eleven days in front of the sun. Consequently, eleven days were knocked out of the Calendar. The result is that our actual dates in these days are eleven days behind the dates on which our weather traditions were founded in the days of "Merrie England." Quite naturally, therefore, our May 1 was cursed with weather which was very appropriate to April 19—wet, windy, and cold.

Those who intend to take an active part in flying should keep an eye on those lost eleven days. For instance, Midsummer Day (June 24) ought to be blazing hot. Generally it is wet and dismal. But the old June 24, which is now July 5, is much more likely to be according to tradition. A May Day of the traditional type is much more

from London against a strong north-west wind—and so was slower than the fastest pre-war expresses (if one remembers the times aright)—put up a remarkably good show.

On the other hand, the trip made by Captain Ewing and Mr. Herbert Thomas, the works manager of the British and Colonial Aeroplane Company, from Bristol to Hounslow via Aylesbury in 58 minutes, shows what a really fast machine will do with help from the wind. Their machine probably had a speed of between 115 and 120 miles an hour. The course which they were obliged to take, owing to thick weather along the Great Western main line, covered probably 150 miles, yet their speed on the north-easterly leg of the course with the wind behind was so great that it more than made up for the side-drift caused by the same wind on the short southerly leg which brought them from Aylesbury to Hounslow. If they had been able to travel in a straight line with the wind, they would probably have covered 170 or 180 miles in the hour.

Incidentally, it is interesting to note that Mr. Herbert Thomas, who is a nephew of the late Sir George White, the famous tramway organiser, and the founder of the Bristol aeroplane firm, was

Birrell remarked that though he saw a great future for flying, he could not see the aeroplane supplanting the train or the motor-car. He said that when he wished to visit his "long-suffering constituents"—as he called them, he merely arranged with his political agents to have a meeting in Bristol at 8 p.m. He attended the House at "question-time," caught the 5 p.m. at Paddington, dined on the train, arrived at Bristol at 7 p.m., and all was well. But, he objected, if he had to go by aeroplane, he would have to depend on the wind. If the wind was in the east he would leave at 5 p.m., and arrive about 6 p.m. with nothing to do for two hours except dine. If the wind was in the west, and he could not leave before 5 p.m., he would have to telegraph to his political agents that he might not arrive till 8.30 p.m. or 9 p.m., and the meeting must be kept waiting. He feared that the audience might be annoyed. "And," he added, "look what it would cost me in telegrams."

Although that expression of opinion was given just eight years ago, it is in substance true to-day. We have still a long way to go before the aeroplane is quite weatherproof, and as reliable as a railway train. Progress is slow but sure; and if we make up our minds to that fact, we shall not be disappointed.

THE GIANT CARRIES JACK: AN AIRSHIP'S PROTECTING AEROPLANE.

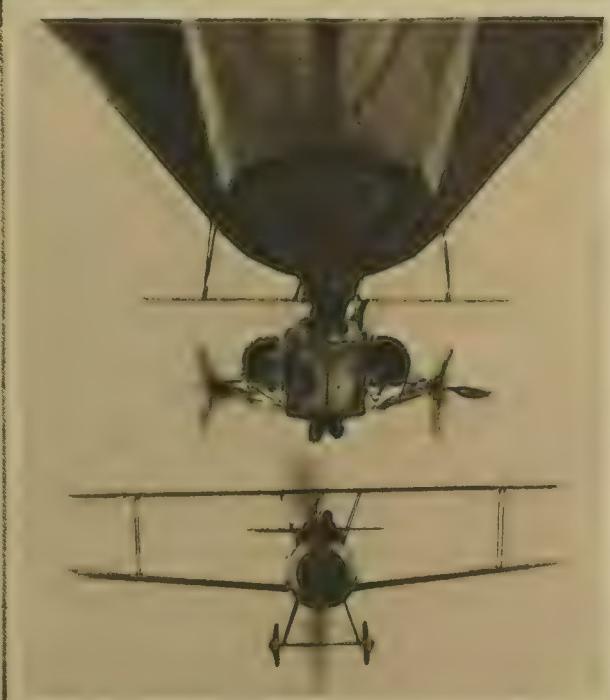
FROM THE R.A.F. "WAR IN THE AIR" EXHIBITION OF COLOURED PHOTOGRAPHS AT THE GRAFTON GALLERIES.



WITH ITS OWN PIGMY DEFENDER SLUNG BELOW: AN AIRSHIP CARRYING A FIGHTING AEROPLANE WHICH CAN BE RELEASED INSTANTLY IN CASE OF ATTACK.



SHOWING HOW THE AEROPLANE IS ATTACHED TO THE AIRSHIP:
A NEARER VIEW.



DROPPING OFF: THE AEROPLANE JUST AFTER BEING RELEASED FROM THE AIRSHIP.

Wonderful things may be seen in the very interesting collection of coloured photographs, illustrating the work of the Royal Air Force during the war, on view at the "War in the Air" Exhibition at the Grafton Galleries. The three subjects reproduced above reveal a method used for the defence of large airships, which are, of course, vulnerable to attack by hostile aeroplanes. The larger photograph shows how the airship carries a fighting

aeroplane of its own, slung beneath its keel, and ready at a moment's notice to leap off into space and meet an enemy. It is as though the Giant were to protect himself against Jack by carrying about with him a pigmy jack-killer. The two smaller photographs show how the aeroplane is attached and released. On the opposite page we give a photograph showing a form of aeroplane attack (by means of rockets) to which an airship is liable.

WHERE THE PEACE TERMS FORBID GERMAN FORTS OR

DRAWN BY

FORCES FOR FIFTY KILOMETRES: EAST OF THE RHINE.

CHARLES DE GEINNEAU.



A BRITISH OUTPOST AT THE EASTERN BOUNDARY OF THE COLOGNE BRIDGEHEAD.

The Peace terms provide (to quote the official summary) that "Germany must not maintain or construct any fortifications less than 50 kilometers (about 32 miles) to the East of the Rhine. In the above area, Germany may maintain no armed forces." The scene of our drawing lies in this area, at a point on the edge of the perimeter of the Cologne bridgehead, held by the British Army of Occupation. The illustration shows No. 2 Post at Engelskirchen, where the road passes into neutral territory. "Cologne itself," writes our artist, "lies in timber-filt and uninteresting country, but the outpost line, which stretches a big semicircle from the Rhine near Bonn, passes through very pretty hilly



AN OFFICER INSPECTING THE PASSES OF VILLAGERS FROM THE NEUTRAL ZONE.

country of strategical importance. Each of the roads, which run out like spokes of a wheel from the hub at Cologne, is guarded at the extreme limit by an outpost guard, and the intervening stretches of country by constant patrols. No unauthorized person is allowed to pass either way. The drawing shows some country folk demobilized within the Neutral Zone, and desiring to draw their rations from the nearest village—in this case, Engelskirchen, in the British area—having their passes scrutinized at the post. An officer examines the passes, while a sergeant and sentry stand at attention. In the left background are men playing football."—(Drawing Copyrighted in the Great States and Canada.)

THE LIGHTER OCCUPATIONS OF COLOGNE: A TYPICAL CAFÉ SCENE.

DRAWN BY CHARLES DE GRINEAU.



WITH AN ORCHESTRA AND A VARIETY ENTERTAINMENT: A WINE CAFÉ IN COLOGNE, FREQUENTED BY BRITISH OFFICERS.

"One of the sights of Cologne," writes our artist, "is the café restaurant, at any time between 5 and 7.30 p.m. There is a fair number of cafés of various types in the larger towns of the occupied area. One listens to the band, which is usually very good indeed, and drinks ersatz (substitute) tea or coffee, horrible stuff, or very fair German beer and wines. These cafés range from big gay halls to small and cosy places. Then there is the wine café, with a society sort of variety programme, and very popular with officers.

who may be seen every day mingled with civilians enjoying the music. A special wine is served up for British officers which is not a compliment to their taste, and is not patronised except by the newcomer. It is usually sour and flat, and costs 8 marks a bottle. The cafés open at 4 o'clock and close at 8, after which hour all good Germans make for home, where they must be by 9.30 p.m. (or, rather, 21.30, military time) unless they possess a special pass."—[Drawing Copyrighted in the United States and Canada.]



THE HERO OF HIS PEOPLE: ALBERT, KING OF THE BELGIANS.

FROM THE PICTURE BY KETURAH COLLINGS.

PRESENTING THE TREATY TO THE GERMANS: "THE TIME HAS COME WHEN WE MUST SETTLE OUR ACCOUNTS."

PHOTOGRAPH BY CENTRAL NEWS.



"THIS SECOND TREATY OF VERSAILLES HAS COST US TOO MUCH NOT TO TAKE . . . ALL PRECAUTIONS": M. CLEMENCEAU ADDRESSING THE GERMAN DELEGATES AT THE HISTORIC MEETING IN THE TRIANON PALACE HOTEL

The memorable meeting of the Allied Delegates with those of Germany, to present to the latter the terms of peace, took place in the salon of the Trianon Palace Hotel at Versailles on May 7, the fourth anniversary of the sinking of the "Lusitania." It was at Versailles in January 1871 that the German Empire was proclaimed and the Capitulation of Paris was signed. In our illustration M. Clemenceau (standing on the right) is seen addressing the German delegates sitting facing him at the far end of the room on the left. M. Clemenceau said: "Gentlemen, plenipotentiaries of the German Empire, it is neither the time nor the place for superfluous words. You have before you the accredited plenipotentiaries of all the Small and Great Powers united to fight together in the war that was so cruelly imposed upon them. The time has come when we must settle our accounts. You have asked for peace. We are ready to give you peace, we shall present to you now a book which contains our conditions. You will be given every facility to examine those conditions and the time necessary for it. Reparations will be done with the courtesy that is the privilege of civilized nations. . . . But we must say at the same time that this Second Treaty of Versailles has cost us too much not to take on our side all the necessary precautions and guarantees that this peace shall be a lasting one." Count Rantzaus, the chief German delegate, replied in a long speech, criticizing the actions of the Allies since the Armistice. He remained seated while speaking, an apparent disreverence for which he has since offered an explanation certainly due at the time.

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A NEW REYNOLDS RECORD: A PORTRAIT BOUGHT FOR 14,800 GUINEAS.

BY COURTESY OF MESSRS. BRUTON, KNOWLES, AND CO.



RECENTLY BOUGHT FOR 14,800 GUINEAS: A SIR JOSHUA REYNOLDS PORTRAIT OF MRS. MARY FREEMAN,
PAINTED ABOUT 1775.

The highest price ever paid for a Reynolds, and the record for an old master so far obtained this season, is the 14,800 guineas paid by Messrs. Tooth for this portrait, by Sir Joshua Reynolds, of Mary, daughter of John Curtis and wife of Thomas Edwards Freeman, junior, painted about the year 1775. It was the principal lot in a sale held recently by Messrs. Bruton, Knowles and Co., of a portion of the contents of Batsford Park, Gloucestershire, by direction of Lord Redesdale. The family portraits, some of which had previously been sold at Christie's, were mostly of the Freemans, owners of Batsford, which came into the pos-

session of Lord Redesdale's family, by marriage, in 1808. The portrait of Mrs. Freeman was shown at the Old Masters Exhibition held at Burlington House in 1889. It must not be confused with Romney's portrait of another "Mrs. Freeman," mother-in-law of the Mary Freeman who sat to Sir Joshua. Romney's picture, which was painted in 1780, was bought for 2350 guineas by Lord Lee of Fareham at Christie's on April 11. The history of the two portraits is given in an article elsewhere in this number. Another high price recently given was the £12,000 paid at Sotheby's the other day for a portrait by Franz Hals.

SCIENCE JOTTINGS



PEACE AND POTASH: GERMANY'S DEPOSITS.

READERS of the daily Press can hardly fail to have been struck by the importance that lately has attached to the fact that Germany, and especially Prussia, is possessed of rich deposits of salts of potassium, or what is generally called potash. Most absurd statements as to the extent and yield of these deposits have been put about, and some peace-mongers have even declared that Germany could and even ought to be made to pay the whole of the indemnity lawfully due from her in potash. These geniuses have not thought it necessary to calculate how the potash, now reposing in the bowels of the earth, is to be won, and by whom; how it is to be transported and stored; and what would be the effect on the world's markets of suddenly throwing upon them millions of tons of one particular mineral to the exclusion of nearly all others. Still less have they told us what would be the effect of depriving, as their scheme would do for many years, the arable fields of North Germany of the fertiliser which enables them to grow food for a teeming and industrious population, nor the trouble that would ensue from turning them into a desert. Such calculations are manifestly beneath the notice of those exalted brains which are accustomed, in popular phrase, to talk through their hats.

Yet the part played by potash in the world is a very large one. Potassium itself, as all schoolboys who have ever dabbled in chemistry know well enough, is a metal, white and shining, discovered by our countryman Sir Humphry Davy at the Royal Institution, and chiefly remarkable for bursting into flame directly it touches water. Hence it is not easily used while in its free state; but its salts or combinations with acids are legion, and most of them are of the greatest importance to mankind. It is true that potassium nitrate, the "villainous saltpetre" which our ancestors thought (how untruly this war has shown) would be the grave of valour, is no longer a *sine qua non* in war, it having been largely replaced by other and more wholesale means invented by civilised man for the destruction of his fellows; but in agriculture it becomes more and more necessary every day. Over a million tons of pure potassium in the shape of salts are used every year as fertilisers of the soil, in which rôle they surpass in utility even the "Chili saltpetre," or sodium nitrate which we import from South America. About one-twelfth part of this amount is used in applied chemistry and the arts, and a great deal more would be needed for this purpose were it not for the invention of

Nicolas Leblanc, who showed how in many cases soda could advantageously take its place. Even so, however, there is sufficient demand for all the supply of potash which Mother Earth is likely to give us for some time. For, when all is said, the

there on the earth's surface by the break-down, as geologists tell us, of granite and other rocks, are the banks from which we can draw this valuable mineral on the easiest terms. Of these, the Stassfurt Basin in Prussia and the Duchy of Anhalt is by far the richest, having produced in 1913, according to M. Camille Matignon's address a few months back to the students at the Collège de France, no less than 1,110,350 tons of rough salts, which would give, perhaps, about a tenth of pure potassium. Less rich, but easier to work, is another great deposit in Alsace, now luckily to be handed back to our gallant Allies the French; while the discovery of another rich bed in Sicily was announced at the end of last year. M. Matignon, whose excellent and terse address has lately been published by our spirited contemporary the *Revue Scientifique*, is therefore convinced that, whatever happens, we shall not be left for our supplies of potash to the mercy of our enemies. He estimates, however, the yield of the Stassfurt Basin as equal to 7500 years of the world's requirements, as against the 600,000 of which they have, after their manner, boasted.

There is, therefore, quite enough potash in sight—to use the mining rather than the popular sense of the word—in Germany for the Germans to be able to part with many millions of tons and yet retain enough for their own consumption. France will probably have enough in the Alsace Basin for her own use without going through the bother of transporting it from across the Rhine; while Italy, if the report about Sicily turns out to be well founded, can also find as much as she wants within her own borders. It would seem, therefore, that this particular asset of the robber kingdom might well be ear-marked for ourselves, and that some part of the indemnity which our rulers will probably in time see the necessity of extracting from our beaten foe might profitably be paid in potash. How much, of course, depends on the price; that of potash, as of all other minerals, being swollen by the depreciation of the world's currency and other causes to a figure best described as fictitious. Yet a price fair to both sides ought not to be difficult to fix; and its calcu-



AN 1800-POUNDER AND THE SMALLEST USED: BOMBS OF THE R.A.F.

This photograph—from the War in the Air Exhibition, at the Grafton Galleries—is described as follows: "What Berlin Missed. And Berlin isn't sorry. A 1800-pounder and the smallest bomb used." The sizes may be judged by comparing them with the man and the foot-rule.

earth remains the great source from which we draw our potash. Originally obtained from the ashes of plants which have themselves drawn it from the soil, and although it is abundantly present in sea-water, the deposits of potash formed here and

calculation might be an agreeable change to the Fabians and other persons now engaged in proving statistically that no one has any right to his own possessions. We may be sure that they would not be too heavy on the Boche.

F. L.



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LADIES' NEWS.

THE smartest thing in dress, at this smartest hour of dressing, is the cape. There are capes and capes, but the cape is a garment beautifully cut, with circular lines of stitching round it, instead of the capes on capes of Mr. Weller senior, which would have weighed down a cart-horse. It is at its best when worn over a skirt to match. Otherwise, the darkest of blue and black cloth is used with quite good effect. From the point of view of convenience, the cape scores by being very easily doffed and donned. It does not crush dainty, delicate bodices, and it falls below the waist and so keeps women warm in these days of variable temperature. All modes seem to favour the tall and slight—that is because height and slenderness favour the modes. This latest favourite of fashion is, however, quite kindly to well-proportioned wearers whether they be slight or not.

Now that spring is here, and the country is putting on its newest and freshest dress, and the country products are at their most nutritious and their best, many town dwellers look yearningly to the country and desire its rejuvenating and bracing influences. There is a way to obtain them in Ovaltine, a cup of which obliterates the tired, used-up feeling that spring weather brings with it to workers in towns. Ovaltine is a remarkable tonic food in which are the vitalising and reconstructive elements of malt, milk, and fresh eggs. For those whose conditions of life are sapping to vitality and wearing to nerves it is a real boon. Unlike so many things that are good for us, it is not horrid, but a delicious and refreshing beverage, and one that, taken at bed-time, conduces to sound sleep and restoration of physical energy and mental alertness.

Most people who go about at all expected at any time to hear of Lady Diana Manners' engagement to her gallant young soldier fiancé, Mr. A. Duff Cooper, who served with distinction as a Guardsman through the war. Lady Diana has made no secret of her attachment, and the young man's devotion has been apparent to everyone. A beauty, and a girl of great and versatile talent—to say nothing of her high rank—it might have been thought that she would make a great marriage. One sister is the wife of a wealthy Marquess, another the mother of an heir to a long line of Earls. Lady Diana is, however, nothing if not original; and so, in these days of strict, practical commonsense, she goes back to the old rule that Love is lord of all and sticks to the man of her choice. Well, she has taken many parts in her young life, and every one successfully. Now she is

to take the part of bride, which she will do beautifully—and of wife, which we hope she will do happily.

Beads are not out of fashion, but the ways of wearing them have changed. The string round the neck is now replaced by a rope of beads falling below the waist. Bridesmaids at a recent wedding, whose dresses were a charming combination of silver and gold, wore ropes of Venetian beads, crystal, gold, and silver. They were the bridegroom's gifts, and they were most effective and pretty, cool-looking and decorative. As trimmings, beads are not in the position they used to be; but as fringes and tassels they are more used on smart day and evening gowns than ever before. A gown of black satin and crystal and silver fringes worn recently at a dance was immensely admired. The fringes, from a quarter of a yard to a yard long, were an integral portion of the dress, being swathed round both skirt and bodice.

Probably because wool is the most difficult material to obtain just now, it is the one thing needful to the wardrobe of the smart game-playing woman. A hand-knitted coat and skirt is just now quite the thing; later, it will be something lighter—meanwhile, the song should go "And ye shall play in wool attire." Many of the jumpers are embellished with embroidery of brushed wool; some have insertions of fringe—if "insertion" may be pardoned—round the top of the hem. Tennis is too strenuous a game to play in woollen jumpers, but golf is not, on days when nor'easters are tempering King Sol's attentions. Jumpers are worn after playing tennis, when, in addition to their smartness and becomingness, they are wise precautionary measures. There is just now a reactionary outbreak into colours as bright, and often as chromatic in character, as those of college blazers.

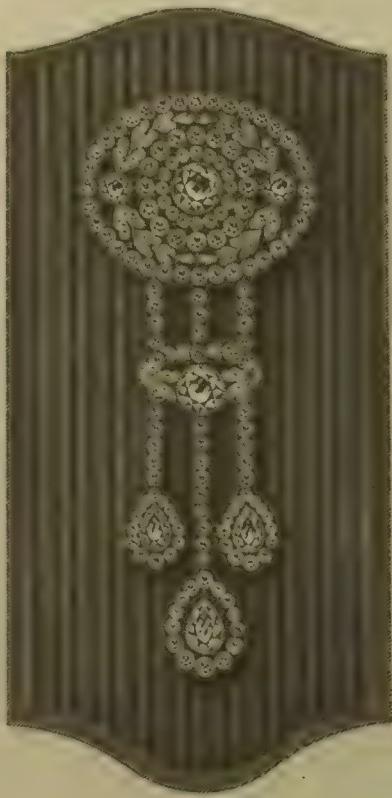
These are dusty days—days when we come in and rush for a wash to clear away all the undesirable particles we annex in the streets. Then comes the thought of our hair. We cannot plump that into a basin of water and cleanse it—the process is too lengthy, like the locks. If, however, we indulge in the real luxury of Ven-Yusa Shampoos fairly often, and keep clean brushes active in between, our hair will not suffer, but be much improved in strength, luxuriance, and appearance. The method is simple. Ven Yusa Shampoo powders cost 3d. each, and can be obtained at chemists or stores, or from C. E. Fulford, Ltd., Leeds. Seven are sent for 1s. 6d. They do the hair lots of good, and the feeling when the shampoo is over is delicious—well worth any trouble. There is another

(Continued overleaf.)



A SMART SUMMER DRESS.

Plain and spotted foulard is the material used for this frock, which shows one of the new sashes, which hang down low at the back.



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valuable asset to a Ven-Yusa wet shampoo—it is antiseptic, and protects the scalp from infection.

Women are numerously represented on the walls at Burlington House this year. There are four industrial

sitters men are much more successful. It is almost worth a visit to Burlington House to hear the remarks on the principal exhibits. Those on Sargent's largest canvas, "Gassed," are more poignant than pleasant—stifled sobs and moist eyes are the chief tributes it exacts from visitors.

It was with great pleasure that the news of Lady Sybil Scott's restoration to health after her accident and the fixing of her marriage for this week was heard and read. She is the first member of the Duke and Duchess of Buccleuch's large family to marry. Her fiancé—I write before the wedding—is a stalwart Life Guardsman, head of the family of Phipps of Chalcot in Wiltshire, where his ancestors have been since 1598. The Scott family consists of three sons and five daughters; they are all good-looking. Their grandmother was one of the handsome Irish Hamiltons, and held office as Mistress of the Robes for more years than probably any other Duchess, and in two reigns. The eldest son, the Earl of Dalkeith, is in the Grenadier Guards, and A.D.C. on the Personal Staff in the war. The second son, Lord Walter Scott, is in a Hussar regiment, and won an M.C.; the youngest, Lord John Scott, is still a schoolboy.

The *rentée* of the Opera into the list of social engagements this week marks another point in our return to normal conditions after having endured those of war for five seasons. The delightful combination of opera with social amenities will always characterise the Royal Opera House Season, and distinguish it from all others. No one takes it deeply seriously from a critical music-lover's point of view, but everyone regards it as a social institution whereto to see and be seen is a part of the season's curriculum—and a remarkably pleasant part too. The time between dinner and dancing can in no wise be more pleasantly filled. The floating population will flock to the theatres and halls, but the Royal Opera House is the haunt of the real "seasonites." It is a curious paradox too, for it is not subsidised by Crown or State, but run by a syndicate of the people and aristocracy for their own behoof, with Queen Alexandra as a constant patron. A. E. L.

pictures by Miss Airy which struck me as technically very clever. They are not things one would care to live with. As records of war emergency munition-making they will be interesting in days to come. Were munition and casting factories ever so clean and tidy, and the atmosphere so clear, as in them depicted? Certainly not in any of the several that I went through. Portraits by women of women are uniformly good and conscientious work. For getting the character—or lack of it—into the faces of

In the new May edition of "The Royal Blue Book" (Kelly's Directories, Ltd.) the names of people who have taken houses for the season are printed in italics, to distinguish them from permanent residents. The mention of the season suggests that this familiar and useful directory of the more fashionable parts of London is likely to be more than ever in demand during the busy time of social activities which has recently commenced. It retains all its well-known features that make it so handy for reference.

A PORTRAIT OF KING ALBERT: OUR SUPPLEMENT IN COLOUR.

WE present our readers with this number a portrait in colour of the King of the Belgians, from the picture by Keturah Collings. They will, we feel sure, be glad to possess this souvenir of a monarch who has become a national hero, and whose inspiring example did so much to save his country and to guide her through the dark years to the day of victory. King Albert, it may be recalled, recently sent a message to King George, on the occasion of the return home of the last Belgian refugees from this country, expressing on behalf of his people their gratitude for the hospitality and help which the exiles received here. The King, in his reply, said: "We rejoice with them in their homecoming."



A BRIDE OF THE WEEK: LADY SYBIL PHIPPS.

The marriage of the Duke of Buccleuch's second daughter, Lady Sybil Scott, to Mr. Charles Phipps, was one of the social events of the early season. This delightful portrait of the bride shows her with her husband's favourite dog.—[Photograph by Alice Hughes.]



A BRIDEGROOM OF THE WEEK: MR. CHARLES PHIPPS. Mr. Charles Phipps, 1st Life Guards, whose marriage to Lady Sybil Scott took place on Wednesday, at St. Paul's, Knightsbridge, is the first son-in-law for the Duke and Duchess of Buccleuch, who have five daughters—three of whom are still in the schoolroom.—[Photograph by Alice Hughes.]

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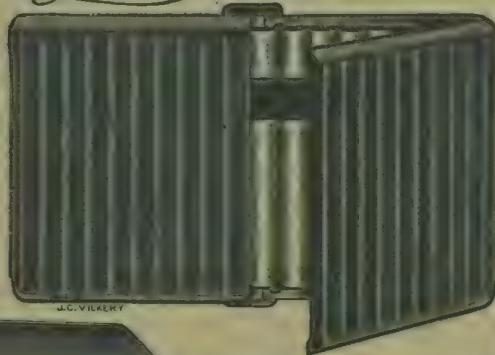
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"VESTIGIA."

LIET.-COLONEL Repington has had a life of unusually interesting experiences, and possesses an easy, natural style of writing. It is not surprising, therefore, that his "Vestigia" (Constable) is an extremely readable volume. A successor to it is promised, treating of the period of the Great War, with the opening of which the present work closes. But, even of events much earlier, Colonel Repington has had to write with the Censor at his elbow. Those immediately leading up to the settlement with the Boers have, apparently, been proclaimed a prohibited area for his pen, with the result that the chapter "Toward Peace in South Africa" falls considerably short of fulfilling its title. Similarly, the author's manifest intention in starting out on the chapter next following, "The Military Understanding with France," was something more complete than the meagre three pages composing it now. The knowledge of his having so much more to tell whets curiosity about the volume still to come; but, relatively to what the present volume actually contains, the matter of which it has been thus robbed is doubtless of small bulk and moment. The entertaining record passes from Eton to Freiburg, and thence to Sandhurst; the subaltern lands in India, and takes part in the second Afghan War; the Staff College follows the Curragh; there is an interlude of Burman before the Atbara, Omdorman, and South African campaigns are reached. Fact, story, comment, and excellent observation of men as well as of matters fill out this skeleton of soldiering experience. The sidelights thrown on Lord Kitchener in the Soudan portion of the narrative seem to us very valuable.

Characterisations of General Buller and others in the South African sections illustrate no less the candour and desire for the open mind in an author by no means free from natural and traditional prejudices and limitations of judgment. How strangely far off appear those incidents in the national history!—all the more profitably recalled

source of his information about which, we observe, he "has never revealed to a soul." That secret may be out when, later on, he tells of the steps taken by the Cabinet of that day to acquaint the Kaiser with their view of his interference in our affairs. The reader's attention may be specially directed to Colonel Repington's pages on the affairs and relations of Belgium and Holland. He was for a time Military Attaché in both countries, with their defence problems as his special study. Those of Belgium and his views on them are pretty widely known. More discreetly revealed here—and probably leaving more for even our author still to discover—are those of Holland, culminating in that project for the Flushing Fort about which also, if all stories are true, the Kaiser intervened. To the various excellences of "Vestigia" here indicated we would add still another. It has a model Index.



THE FREEDOM OF GLASGOW FOR SIR DOUGLAS HAIG: THE FIELD-MARSHAL RECEIVING THE BURGESS TICKET FROM THE LORD PROVOST, IN A CASKET.

Sir Douglas Haig began his Scottish tour on the 8th, at Glasgow, where he received the Freedom of the City. The ceremony took place in St. Andrew's Hall. In ten days Sir Douglas arranged to receive not only this Freedom, but those of six Scottish Burghs in addition, and be installed as Lord Rector of St. Andrews University. [Photograph by L.N.A.]

on that account. As the Great War is neared, the premonitions of it increase the interest of Colonel Repington's pages. It was he, of course, who brought about the publication of the Kaiser's letter to Lord Tweedmouth, the

as a record of what the last year of war has produced. It is published, by authority of the Royal Academy, by "Royal Academy, Ltd.", Messrs. Walter Judd, Ltd., 97, Gresham Street, E.C.2, at the moderate price of 3s. 6d.

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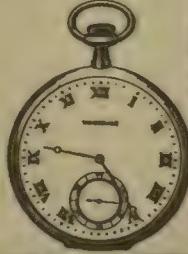
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THE COST OF AGRICULTURAL PRODUCTS.

BY S. L. BENSON.

Nobody appears to know what the costs of product on in agriculture really are, and it is good to learn that a Government Committee is established in order to find out. It must be clear to all that we cannot hope to say

as low as £7, and, even allowing for the differences of soil and farming methods, this discrepancy is an impossible one. If we are to find out what support the farmer needs in order to pay his labourers a wage that will enable them to live in reasonable comfort, a clear statement of costs must be forthcoming. Now the Board of Agriculture proposes to ascertain the correct figures, and a Costings Committee has been constituted from the Ministry of Food, the Board of Agriculture for England, the Board for Scotland, the Department of Agriculture for Ireland, the Institute for Research in Agricultural Economics at Oxford, the Consumers' Council, the Central Agricultural Advisory Council, and the Irish Agriculturalists. This Committee is executive in character; it will report to the Ministers of the four Departments, and be represented in Parliament by the Minister of Food.

local requirements. We shall probably find that the variety of soils has led in the past to the different rates of wages, and that a flat rate would prove very favourable to farmers working rich soils, while pressing heavily upon the tenants of inferior land.

There is yet another condition that may be noticed as the result of economic changes in the last few years. There was a time when rent was a matter of primary importance; the farmer looked upon it as his most important outlay. If he could face Michaelmas with confidence all was well. To-day conditions are different. Rent has become a comparatively small item, labour is a far more important one; while food-stuffs, artificial manures, rates and taxes have acquired an altogether new significance. All these last-named charges vary year by year, so it will be seen that the task before the Costings Committee must needs be responsible and difficult.



PRINCE ALBERT AT POOLE: LAYING A FOUNDATION-STONE.

Prince Albert was very much in his element in laying the foundation stone, at Poole, of the Russell-Cotes Nautical School in connection with Dr. Barnardo's Home. Dr. Barnardo's famous Institution has done yeoman service throughout the war. [Photograph by Topical]

what the farmer should pay or to receive until we know what it costs him to produce the things he sells. We are further hampered by the fact that nine farmers out of ten keep no books. Their business, they will tell you, is to grow things, not to keep accounts; and consequently their highest flight is in the direction of a diary, and this they will supplement from time to time by a reference to their pass-book. They know more or less what they are spending, and the balance at their bankers' tells them the rest as far as they are interested. Consequently we find some people putting the cost of wheat production as high as £17 an acre, while others place it

varies in rent from ten shillings an acre or even less, up to five pounds and even more.

On one soil twelve tons of potatoes to the acre may not be regarded as anything exceptional; on another, four tons may be considered an average crop; yet it is safe to say that you will see potatoes grown in both areas—in the first, to satisfy the needs of the general market, and in the second, to meet purely



THE PRINCE OF WALES AND CANADIANS: AT A PRESENTATION OF COLOURS. Our photograph shows the Prince shaking hands with Canadian Army Chaplains, on May 7, when he presented colours to four Canadian battalions on the eve of their departure to the Dominion. [Photograph by Illustrations Bureau.]



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NEW NOVELS.

"The Jervaise Comedy." The best thing in "The Jervaise Comedy" (Collins)—not that it lacks good things—is the story told again by two gossips in the postscript. The game of Russian scandal is as old as human speech, and no finer illustration of its method could be found than the perversions of all the facts concerning Melhuish, and the Banks family, and the Jervaises. We may frankly say that we dislike Mr. Melhuish's smart, elliptical way of telling his tale; but it must be accepted that a young dramatist, conscious of a limited cleverness, would tell it so, and that Mr. G. D. Beresford is within his rights as an author in allowing Melhuish to take charge. It is difficult not to be antagonised by the laborious setting of the scenery for Brenda's love affair the moon, the night, the "murmur of cloud," and all the rest; but, of course, that is how it took the young man, and there is a fine art in the neglect of these accessories when he falls in love with Anne and comes to grips with actualities, both in his own romance and in the romance of others. We have had the adventure of the Squire's daughter and the Farmer's son, or the Squire's son and the Farmer's daughter, before. We have had the pride and the tradition of the Jervaises, and the simple honour of the Bankses. These are an aged fabric, but it wears well and even, like some splendid conventional tapestry, increases its dignity with time. Mr. Beresford shows both his courage and his triumphant skill in achieving "The Jervaise Comedy."

"The Holiday Husband." The title of "The Holiday Husband" (Hurst and Blackett), by Dolf Wyllarde, is indicative enough of the lines the

story may be expected to follow. What is unexpectedly pleasant is the end. When you begin the pitiful little history of an underpaid girl secretary in London going for an unblissed honeymoon to the Devonshire moors with a man she has picked up in the street, you have very good reason for anticipating the worst. Nothing but woe appears to lie before Vervain, who is altogether too sensitive and finely bred to suffer the humiliations that would seem to lie in wait for her. Vervain had, however, one

with whom she had shared it came into her life again. He was a cad, and, it may be added, a very well-drawn cad—Miss Wyllarde excels when she produces the type. Without giving away the plot, we may say that "The Holiday Husband" has a happy ending.

"Mr. Misfortunate." "God knows," quotes Miss Marjorie Bowen from Prince Charles Edward's words to Henry Goring, "my heart is broken enough without you to finish it." She has turned her talent for historical reconstruction to the story of the exiled Prince, beginning with his wandering flight after Culloden, and following him, step by step, down the long downward path that ended in the final obscurity and failure. "Mr. Misfortunate" (Collins) is the fitting title of her book.

The rebuffs from the Courts of Europe, the menace of Hanoverian spies, the corruption of false women, the piteous tragedy of his friends, combined to drive the unhappy Prince ever faster, and ever more surely, to the bankruptcy of his hopes. Here he is shown as one who might, and could, have been saved if the right woman had intervened at the right moment . . . when Clementina Walkinshaw came to him he had already failed beyond redemption. His interview with Adelaide of Bourbon is well handled—an Adelaide who could conceivably be courted, not the Madame Princesse de Walpole's letters.

The word "ill-fated" has been worked to death in connection with the Stewart princes; but "Mr. Misfortunate," with its clear and vivid portrait of the last of their line, shows once again that there is no better one to apply to Charles Edward in the period it covers.



ROYALTY APPROVES BRITISH-MADE CARPETS: THE QUEEN AND PRINCESS MARY AT HARRODS.

The Queen and Princess Mary paid a visit to Harrods Stores recently to examine the new "Oriental" carpets, which, as their name indicates, are Anglo-Saxon reproductions of Oriental models. The Royal party was received by Sir Woodman Burbidge.—[Photograph by C.N.]

solid asset for future happiness—consciousness of wrongdoing in the sense of her infraction of the moral law touched her not at all. Miss Wyllarde makes it quite plain that Vervain's regrets only covered the situation that arose when she found her girl friend had followed her example, or when her adopted parents, later, had to be put to the pain of hearing the story of her past revived. Neither Vervain nor her creator admits that she had cause to be ashamed for her own sake—her honour dimmed, her self-respect lowered—of the episode when the man

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Académie des Sciences
(Paris, June 28, 1909)
Académie de Médecine
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"THE Darkest Hour"—this title is the one chosen for Vol. XXII. of "Nelson's History of the Great War," by John Buchan, and of all the volumes written up to date of this excellent history none is more exciting. The most important stage of the Great War is described very fully, and in a manner that holds the reader engrossed on every page. Mr. Buchan gives an account of the careful pre-

paration by the Germans for their great offensive, and then follows the story of the actual struggle. The author skillfully guides us through the actions of the second battle of the Somme, the battles of the Lys, and the third battle of the Aisne. Thence we turn to Italy, and see the downfall of the Austrians through their attempt to emulate German methods, thereby proving again their inferior military skill, in the utter rout on the Piave.

The next chapter reverts to the ever anxious position on the Western Front, where at last the strategy of Foch is seen proving itself superior, in the second Battle of the Marne. Another chapter is devoted to the undying naval episodes of Ostend and Zeebrugge—those glorious actions, worthy of Drake, which will live immortal in the story of the British Navy. The book is well illustrated with maps, and contains two appendices—on Sir Douglas Haig's and Lord Cavan's dispatches, relating respectively to the Western and Italian Fronts.



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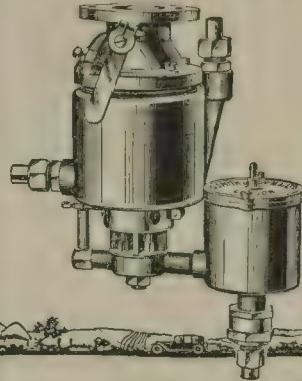
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Mr. Geo. R. Sims' discovery 1/3, 2/9, 4/6



SIR W. H. BAILEY & CO., Ltd., Manchester

THE CHRONICLE OF THE CAR.

Re-Engineering Old Cars. The dearth of new cars, and the absolutely wicked prices demanded for second-hand vehicles with any pretensions to modernity, have together called attention to the possibilities attendant upon modernising old chassis by the installation of new engines. I agree there are arguments in favour of the adoption of this course; but there are also strong reasons the other way, and, for my

of bother. One might go on indefinitely with the enumeration of possible points likely to give trouble; but enough has been said to make it clear that the re-engineering of an old chassis is by no means a task to be lightly undertaken

Provided everything is comparatively plain sailing, the job is one that will pay the owner, but I do not think it should be attempted where the cost is likely to exceed a third of the present market value of the car after the alterations have been completed. My advice to owners contemplating such an alteration as that under discussion is that they should get a firm quotation for the work, and see how the cost compares with the value of the car. If it falls within the limits noted, then it will be safe to have the work done. On the other hand, if it is very much outside, it is scarcely worth while. In fact, it is best left alone.

Cars by the Thousand!

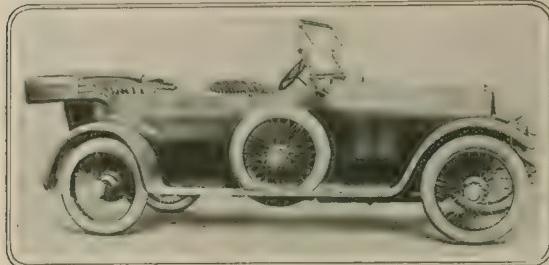
It has been abundantly clear for years past, to all who have given more than the most casual thought to the conditions governing the British motor industry, that, if we desire to preserve our share of the home as well as the overseas markets, our manufacturers will have to think more largely than they

have been wont to do. The days when makers can expect to hold their own on an output figure of fifteen "popular" cars a week have gone by. Time was, before the war, when that was a fair number for any British works to turn out in the week; but I am sorry for the firm which thinks it will be able, on such a limited output, to compete with even France or Italy, let alone America. Fortunately, the facts are being recognised, if not universally, at least by a certain number of British firms. Austin's and Angus-Sandersons' are notable cases in point of manufacturers who have realised that in quantity production, and consequent reduction of costs, lies the whole future

of the British industry. Not only the manufacturer, but the distributor has got to think in big figures if we are going to maintain our place in the world's markets, since it is obviously of no account for the former to increase his facilities for production, if the latter is to continue thinking in terms of single cars.

Again, fortunately, it is clear that we have people in the sales department who are capable of thinking largely. I see that a company is now being floated with the enormous capital of £2,000,000, under the aegis of the Motor Union Insurance Company, the purpose of which is to create and maintain a widespread organisation at home and abroad for the purchase, sale, maintenance, letting on hire, and garaging every description of motor vehicle, and

(Continued overleaf).



A COMMODIOUS TOURING CAR: A WOLSELEY 16-20-H.P., FITTED WITH TOURING BODY. [Photograph by Wolseley Motors, Ltd.]

own part, I should certainly be very careful how I embarked upon such an enterprise. There are so many considerations to be taken into account that the matter of modernising an old car is one that requires the most unbiased expert advice before the work is put in hand.

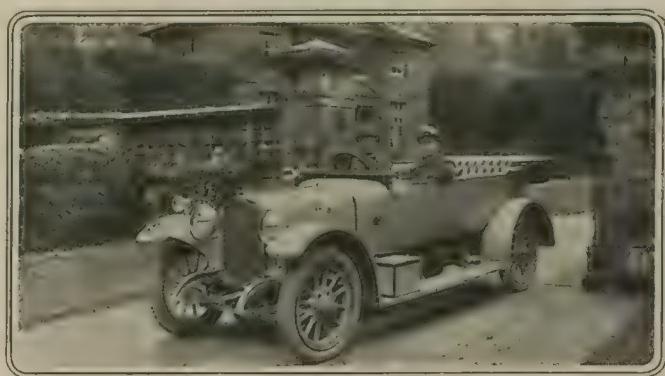
Many factors are present to influence the decision. To begin with, how much work will be needed, and how much material employed to bring the new motor into line with the old transmission? Where the power and transmission units are mounted in a sub-frame, it is quite possible that the latter will have to be renewed completely and dropped forward or aft, as the case may be, because the centres of engine and gear-box are, perhaps, as much as an inch or more out of line. Then the length between dash and radiator may not be enough to admit of the new motor and its accessories being mounted without expensive alterations to the chassis. Again, the cooling arrangements, which were perfectly adequate in the case of the old engine, may be hopelessly short of the requirements of the new. If the new motor is a more powerful one than the old, the clutch may be inadequate to its work, and the engine may generally be "on top" of the transmission, and cause no end



A ZEALOUS WORKER IN THE INTERESTS OF MOTORISTS:

MAJOR STENSON COOKE.
Major Cooke is the Secretary of the Automobile Association and Motor Union, and did strenuous work in getting the Petrol Super-Tax removed.

[Photograph by Hana.]



FOR THE COMING SEASON: A 16-H.P. SUNBEAM CAR.

Our photograph shows Mr. W. M. Iliff, Managing-Director of the Sunbeam Motor-Car Company, Ltd., and, at the wheel, Mr. L. V. Cozens, Outside Representative of the well-known company.

Distinctive:

Everything about the new "Austin Twenty" is distinctive and high-class. The graceful streamline from the radiator to the back of the body, unbroken by flapping, bulging hood, is a feature not found in any other car. The hood of the "Austin Twenty" tucks neatly away into a special receptacle arranged in the panelling of the body. The coachwork itself is exceptional, and the upholstery deep, well poised and luxurious.

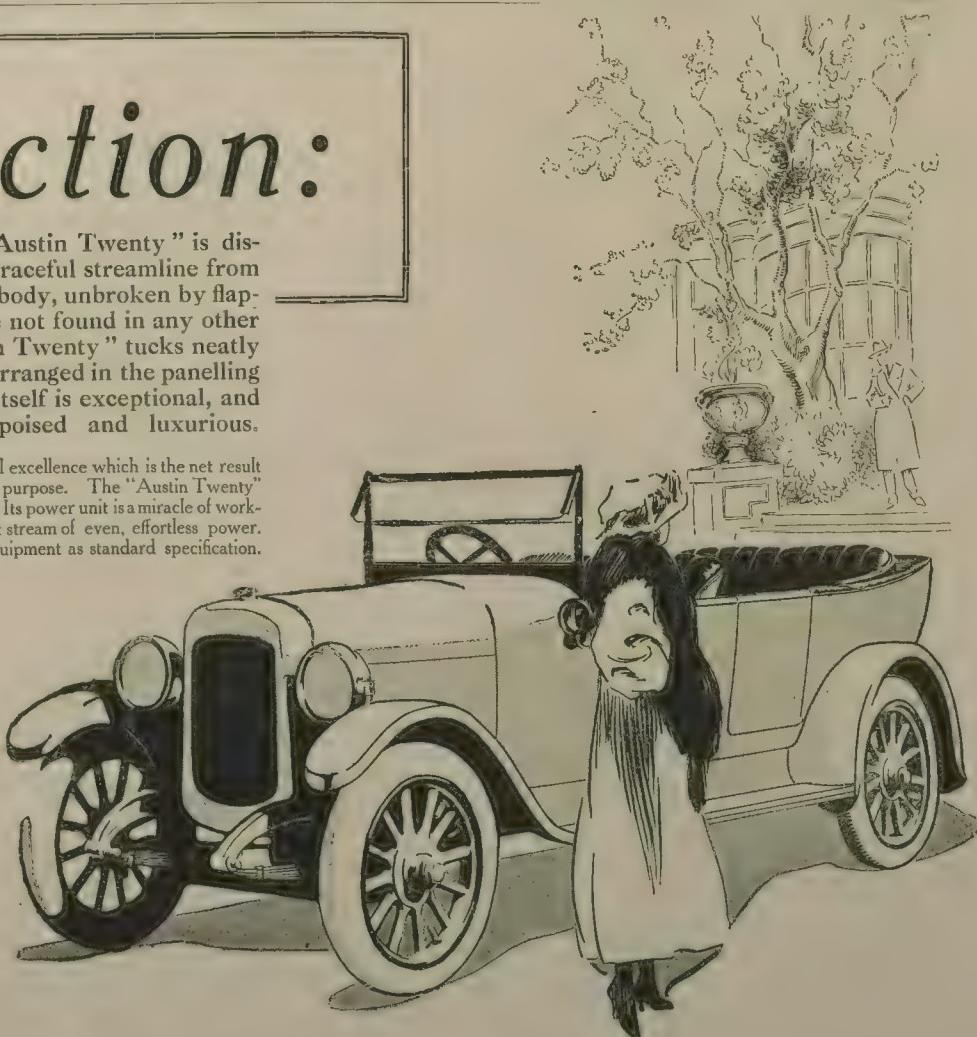
Beneath all this is a combination of mechanical excellence which is the net result of many years' engineering experience put to purpose. The "Austin Twenty" chassis is scientifically sound in every detail. Its power unit is a miracle of working efficiency which yields an ever abundant stream of even, effortless power. It possesses electric starting and lighting equipment as standard specification.

The
Austin
TRADE MARK
'Twenty'

THE AUSTIN MOTOR CO., LTD.
HEAD OFFICE: NORTHFIELD, BIRMINGHAM.

Telephone: King Norton 230.
Telegrams: "Speedily, Northfield."

LONDON: 479-483, OXFORD STREET, W.I.
MANCHESTER: 130, DEANSGATE.
AND AT PARIS AND BRUSSELS.

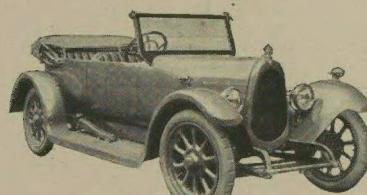
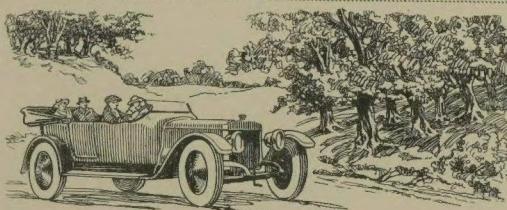


ARROL-JOHNSTON



THE NEW "Victory" Car offers a NEW perfection of automatic comfort and convenience, embodied in Aircraft Specification Material. The trend of the design is ever towards running economy.

C Price, with Body, Hood, Screen, Electric Lighting and Starting Set, Spare Wheel and Tyre, Speedometer, Horn, &c., £700. Chassis Price, £600. Catalogues from ARROL-JOHNSTON, Ltd., DUMFRIES, or from LONDON AGENTS, Messrs. Leverett, Thorp & Kearton, Ltd., 122, New Bond St., W.1.

THE "VICTORY"
ARROL-JOHNSTON.

Palmers reduce maintenance costs, and increase comfort

Ordinary canvas-lined tyres transmit road shocks and (through internal friction) cause loss of power : Palmers absorb road shocks and transmit maximum power.

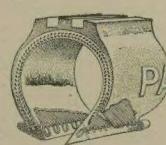
That is the essential difference, due to the scientific Palmer Cord Foundation, resulting in saving of fuel, less wear-and-tear on chassis and engine, greater comfort, and greater tyre-mileage.

PALMER
CORD TYRES

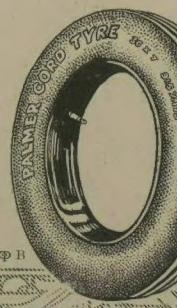
Every Fighting and Bombing Aeroplane that left these shores was fitted with Palmers' Landing Wheels and Tyres.

THE PALMER TYRE LTD.,
119, 121, 123, Shaftesbury Avenue,
LONDON, W.C.2.

And at Birmingham, Coventry, Glasgow,
Leeds, Manchester, Nottingham, Paris, and
Amsterdam.



The Palmer Cord Foundation is built up from multiple strands, each unit being coated with rubber to insulate it from its fellows. The cords are laid diagonally through the tire, the top layer being at right angles to the one beneath, and surrounding the cords is the toughest rubber tread.

**"Beautifully smart"**

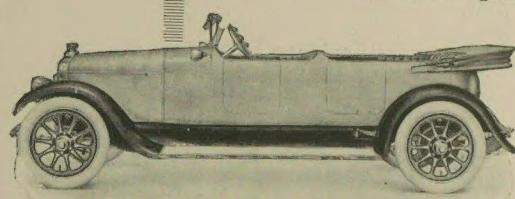
will be the general comment on the new Talbot Touring Car when it makes its debut on the road. Its beautiful coachwork is a true criterion of the excellence of the whole chassis—a car with an unparalleled reputation for efficient service.

**INVINCIBLE
TALBOT**

12-h.p. 80 x 120 m.m. 4-cyl. engine, Chassis	£610
25-h.p. 101.5 x 140 m.m. 4-cyl.	£850
36-h.p. 80 x 130 m.m. 6-cyl.	£900

Including dynamo, electric lighting set, electric starter, spare wheel and tyre.

Manufacture of these new models is busily proceeding in our works, whence the first deliveries will shortly issue to our appointed Agents.

25 h.p. TALBOT Five-Seater TOURING CAR.
Complete with Hood, Screen, etc., as illustrated, £1055.

CLEMENT TALBOT, LIMITED.
Automobile Engineers and Manufacturers.
Barbey Road, North Kensington, LONDON, W.

ROTAX
ELECTRIC LIGHTING AND AUTOMATIC STARTING EQUIPMENT
Proved Reliable

The light of old,
When Knights were bold,
Was a resined torch and a flint
The light of to-day
Is the 'ROTAX' way.
A dynamo starter and switch.

THE ROTAX
MOTOR ACCESSORIES CO. LTD.
Willesden Junction, LONDON, N.W.10.

[Continued]
for the provision of all motor accessories and supplies. That the new Company means business is evidenced by the fact that it has placed an order to the value of £1,000,000 with a single firm—it is an open secret that the firm in question is Crossleys'—for cars. Obviously, trading on this scale is bound to have the most favourable effects on business generally. The manufacturer who receives such an order as this can arrange for a huge production from the start, and can make his plans early—an inestimable advantage from his works' point of view. The decreased costs resulting from quantity production allow him to lower his prices, and the net result should be that we shall have that low-priced, but efficient, car which so many want, without having to go to America for it.

"Trench Railways" and Transport.
In road-improvement circles surprise is expressed at the suggestion, by the President of the Board of Agriculture in the House of Lords on Wednesday, that "in addition to a motor service on a considerable scale," the Government is contemplating a "trench railway scheme" for farmers' transport. Trench railways, at any rate on our main and secondary roads, would constitute a positive danger to fast-moving motor traffic—mainly owing to the fact that the rails would be above the surface level. The views of the agricultural interests were expressed by the Duke of Marlborough when he said that farmers do not want light railways, but cheap motor transport. In its zeal for railways of all kinds the Government appears to have overlooked

the importance and urgency of good roads. What is wanted is a comprehensive and constructive road policy. There is a danger—and this is emphasised by the provisions of the

main thoroughfares throughout the country is alarming; and one of the first steps the Government should take is to divert the proceeds of the special taxation on petrol and motors to road-improvement purposes.

Motor-Cyclists' Fine Successes. Following on the great reputation they achieved in the world war, B.S.A. motor-bicycles scored a fine success in the Victory Trial recently organised by the Birmingham M.C.C. Despite difficult course of 125 miles, including six test hills, the eight entrants riding B.S.A. machines completed the distance, and by their fine performance obtained eight awards—namely, four gold and four silver medals. Further successes have also been won by B.S.A. motor-bicycles in Denmark. In the Copenhagen M.C.C. 400 Miles' Race, first and second places were secured by B.S.A.s. These machines were the only competitors (motor-cycle or car) to complete the race within the record time.

Aerial Transport Developments. Probably the first regular aeroplane mail service to be maintained as a regular system is that which operates between Santiago and Valparaiso—the two main centres of population in the Republic of Chile. The Chilian Railway system is notoriously lethargic, so that the journey occupies some three hours, excluding a wait for half-an-hour or so which is the invariable rule at Llay-Llay. The new mail-carrying system, which has now been in successful operation for some weeks, is being maintained with a number of the Bristol monoplanes.—W. W.



THE UNCONQUERABLE ROLLS-ROYCE: MOTORING UNDER DIFFICULTIES.

Our photograph shows a Rolls-Royce car travelling and mastering difficulties in travelling on the sandy waste of the desert. The imprints of a man's feet in the foreground show the conditions which have to be overcome.—[Photograph by Edward Gray.]

Ways and Communications Bill—of subordinating road interests to those of the railways. The condition of even

uninterrupted operation for some weeks, is being maintained with a number of the Bristol monoplanes.—W. W.

Overland

Built for your Comfort

YOU start the engine of the Overland by a touch of the electric starter. The clutch and brake pedals are comfortably placed and adjustable. You are cushioned by soft upholstery, and relieved from rough roads by the long cantilever rear springing. Pressing the switch floods the roadway ahead with ample light—electric. Yet no car that merits comparison with this Overland car in comfort and appearance can bear comparison in price. Large-scale production explains the secret of the astonishingly low price of the Overland. See it at Overland House. See the Overland Dealer in your town.

Willys-Overland, Ltd.

Overland House,

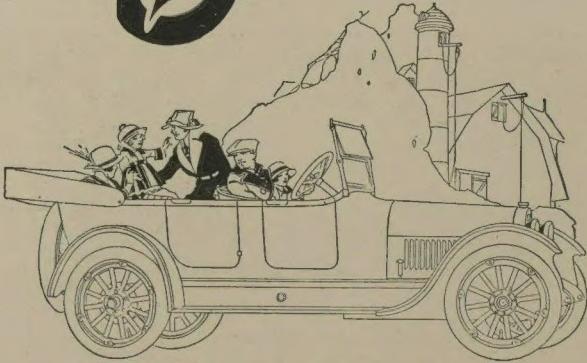
151-153, GREAT PORTLAND STREET, LONDON, W. 1.

Telephone—Mayfair 6700.
Telegrams—"Wilovelon, London."



TROOPS
Travelling Overseas should
avoid discomfort from
SEA SICKNESS
MOTHERSILL'S SEA-SICK REMEDY is
invaluable. It POSITIVELY PREVENTS &
CURES SEA, AIR, & TRAIN SICKNESS.
No bad after-effects.

Buick



THE majority of Buick owners are experienced motorists; they purchased a Buick after testing the claims made for the efficiency of its Overhead Valve Engine. They bought after having proved to their satisfaction that it was a car which would render faultless service.

To-day you can see the 1919 Buick Six Cylinder Chassis in our showrooms if you'll call.

GENERAL MOTORS (Europe), Ltd.
136 Long Acre, London, W.C. 2
Telephone: Gerrard 9626.
Telegrams: "Buickgen, London."





Test a Triumph your own way

Give it the most exacting tests.

Notice how the engine starts and ticks over at your first kick on the starter. The smooth, easy get-away when you let in the clutch. The beautiful balance and instant response to the lightest touch of the throttle.

Try it out! Rev it up from four miles to forty miles per hour and—note the way it takes violent acceleration without a shudder or a throb—without coughing or choking! Take it up the worst hills you can find—through the traffic—everywhere—always under perfect control!

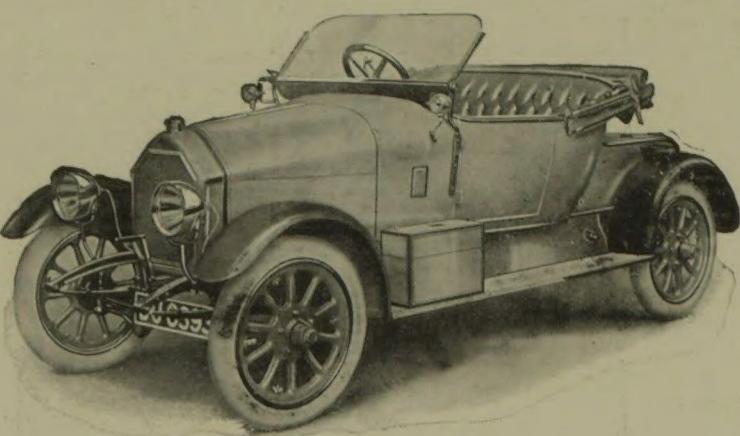
Do you know of another machine that will answer the same tests as the TRUSTY TRIUMPH? Then see your nearest agent to-day.

PRICES:—
4 h.p. Type H. (with Sturmey Archer 3-speed) £87
2½ h.p. Type L.W. £54

TRIUMPH CYCLE CO., LTD., COVENTRY.

London: 218, Great Portland Street, W. 1. Also at Leeds, Manchester and Glasgow. (The Company has nearly 2,000 Agents in the British Isles to attend to the wishes and needs of Motor Cyclists.)

TRIUMPH



JUDGMENT

WHO would you select to judge the merits of a Car—the maker or the owner? There can be no doubt that the owner is a very competent judge, and for obvious reasons.

Here is Judgment from which it is impossible to Appeal, but undoubtedly makes its appeal to prospective motorists.

"You will be interested to know that I am just having my 14-h.p. 1914 HUMBER overhauled for the first time. It has done 40,000 miles without a chauffeur or anybody to attend to it, and has been on the road every day seven days a week for practically the whole of the 5 years. I think this must be very nearly a record, even for a HUMBER."

Humber

Full Particulars of the 10-h.p. and 14-h.p. Models will be sent at your request.

HUMBER LIMITED

HEAD OFFICE AND WORKS — COVENTRY.
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AND DISTRICT | Repair Works — CANTERBURY ROAD, KILBURN, N.W.6
SOUTHAMPTON AND DISTRICT: 25/27, LONDON ROAD, SOUTHAMPTON.

A 195

"WOLSELEY"

PRICES OF CHASSIS ONLY:

16/20 h.p. four-cylinder Chassis £485*
24/30 h.p. six-cylinder Chassis £680
30/40 h.p. six-cylinder Chassis £880

* The price of 16/20 h.p. chassis for closed carriages is £490

The Chassis price includes spare wheel and carrier; spare tyre and cover; electric lighting dynamo, with switchboard, battery and wiring; and Electric starter.

WOLSELEY MOTORS, Ltd.,
Birmingham.
Proprietors: VICKERS, LIMITED.



INAUGURATION OF OUR NEW PREMISES AT 39, OLD BOND STREET.

We are showing at the above address some remarkable reproductions of Genuine Pearls, and invite your inspection.

Ciro

Only a short while ago we launched the introduction of Ciro Pearls without the aid and expense of a shop window in a main thoroughfare, determined to give our clients the benefit of the enormous saving which is effected. The success of this first-



Pearls

floor plan is such that we have now been compelled to move to very much larger premises, BUT WE STILL HAVE NO SHOP. We are continuing our plan of saving money for our customers, and according them the privacy of first-floor showrooms.

This is a photographic reproduction of a Ciro Pearl Necklet. Price £1 1 0
SOLID GOLD CLASP.
2/6 EXTRA.

OUR UNIQUE GUARANTEE.

We will send you a Necklet, a Ring, or any of our Jewels on receipt of £1 1 0. Wear either for a week. Compare it with the finest of genuine pearls or the highest-priced artificial pearls.

If you are not satisfied, or if your friends can tell it is not real, return it to us, and we will refund your money in full.

DESCRIPTIVE BOOKLET No. 16 ON REQUEST.

NOTE.—Our only address is 39, OLD BOND STREET, W. 1 (just off Piccadilly), 1st floor only—we have no shop. Orders by post will have our careful intelligent service.

CIRO PEARLS, LTD. (Dept. 16.)

ATTRACTIVE COAT FROCKS FOR SUMMER WEAR

Exclusive designs made in our own Workrooms from thoroughly reliable materials.

COAT FROCK, in fine quality Suiting Serge. Cut on simple becoming lines with tunic skirt, stitching, fine embroidery in black silk and dainty lawn vest. In navy and black only.

PRICE
10½ Gns.

PURE BLACK SILK HOSE

Ingrain dye, good wearing quality, strongly reinforced Lisle thread tops and feet. Exceptional value. Price 9/11 per pair. Also in white.



Debenham & Freebody.

Wigmore Street.
(Cavendish Square) London, W.1

Famous for over a Century
for Taste, for Quality, for Value

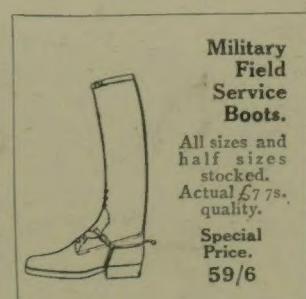
INEXPENSIVE TEAFROCKS

Adapted from Paris Models

WE have a very attractive collection of charming and simple Teafrocks, made from materials of our well-known standard of quality, and adapted in our own workrooms from Paris Models by Worth, Jeanne Lanvin, Callot, Jenny, Drecoll, etc. The value of these Frocks is quite exceptional.

YOUNG LADIES' TEAFROCK in good quality Crêpe-de-Chine, trimmed with box pleated quillings of same and finished at waist with contrasting faille ribbon. In black, sky, pink, vieux rose, jade, champagne, grey, navy, white, sage and mauve.

Price 7½ Gns.



Military Field Service Boots.
All sizes and half sizes stocked.
Actual £7 7s. quality.
Special Price.
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Natural
Mineral
Water.

VICHY-CÉLESTINS

for disorders of the LIVER:
GOUT, GRAVEL, DIABETES,
RHEUMATISM and all ailments
arising from Uric Acid.

N.B.—The Springs are situated in FRANCE in the department of the Allier, and are the property of the

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